



# **messing about in BOATS**

**Special Features This Issue**  
The Launching of the Knarr  
The Wind at Your Back - Home to Australia

Volume 15 - Number 3

June 15, 1997





# messing about in BOATS



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Volume 15 - Number 3 June 15, 1997

## In Our Next Issue...

Jane Wolff reports on the North Carolina Maritime Museum's "Ships in Miniature".

Barry Donahue chronicles a seagoing experience in "A Father's Sea Diary"; Bob Graves tells of a boating holiday in England in "A River Cruise"; Roland Barth reveals an embarrassing moment afloat in "Kid's Night on the Town"; Howard Johnson introduces a fascinating character in "Outboard Man"; and John Farnham reminisces about an old friend in "The Lake Life".

Carol Davis explains her reluctance to go afloat in "Less of the H2O"; Scott Lamson describes his budget trimaran in "Spare Parts"; Charles Fortson presents his really unique small "ship" in "The Idea of a Ship"; Hans Waecker covers youth boating in "Cliff Island's Childrens' Boat Race"; and Jim Delcamp offers help to the financially challenged in "The \$50 Mostly New Material Sailboat".

John Brooks describes his fast 18' pulling boat design in "Designing the Peregrine"; John Pruit also offers help to the financially challenged with his No Frills 15 design in "Cruising on the Cheap Side"; and Phil Bolger reviews his design "The Chebacco 20".

We're still trying to fit in Sam Overman's "Oarmaster II User's Report" along with Bob Young's "Beach Cruising with Bon Appetite" and Bob Smithson's "More About Making Sails", maybe this is the issue. And Peter Moore may find room to tell us about "Using GPS in Small Craft".

## On the Cover...

A 1,000 year old design viking ship is launched at Rob Stevens' shop in Small Point Harbor, Maine for a summer adventure reenacting Leif Erickson's Greenland to Newfoundland trip. The launching story and photos are featured in this issue.

## Commentary...

I attended the launching of Hodding Carter's 54' viking ship at Rob Stevens' boatshop in Small Point Harbor, Maine the end of April to do the feature story for this issue, and, of course, the purpose of this unusual vessel was of primary interest. Carter, who is a history writer who chooses to reenact the subjects he writes of, plans to reenact Leif Erickson's trip from Greenland to Newfoundland about a thousand years ago.

I didn't get to talk with Carter, I even didn't bother long time acquaintance Stevens on this busy, crowded day. But publicity put out by Carter's public relations people and some follow up comments later from Rob filled me in on the scope of this venture. This seems to be another attempt to experience what earlier mariners went through on major historic voyages.

To this end, the open knarr will not have auxiliary engine power but will make the trip entirely under sail and/or oar power. Nor will it have modern accommodations but a simple shelter amidsthips. Weather protection for the nine person crew will, however, be 1997 state of the art gear from sponsor Lands End. And food, to be cooked by expedition leader Carter, will be of today's nutritional nature. For safety, modern communications and navigation equipment will be carried. If trouble ensues they can beep for help.

Well, okay, it will be a reenactment overlaid with provisions for modern day folks' needs. We're not products of the viking culture and so it is probably unreasonable to expect the crew to live, dress and eat aboard just as Erickson's crew did. They were far tougher men than today, the survivors of rigorous living conditions.

Every time this modern day adventuring comes to my attention I get onto this thing I have about reenactments. It's the same as replications of artifacts such as historic vessels. Today's efforts of this sort cannot possibly truly represent how it was then because we are surrounded by all of today's cultural facilities to ease the experience, remove much of the final last ditch dangers. Not having lived the life, how can we really expect to reenact it?

Carter and his crew will have quite an adventure and it will certainly be a demanding and difficult effort, with real possibilities for danger. As such it is an admirable attempt at adventure, but it will not face the same realities that Erickson did. He and his crew were truly on their own, nobody was going to come to their assistance in time of trouble. They would be living at sea in this open boat for several months heading into the truly unknown, taking whatever the sub arctic summer weather would present.

Until this century it was still possible for adventurous men to undertake expedi-

tions in which they would be entirely on their own, but these steadily shrank in scope to things like being first to the poles or to the summit of Mt. Everest. Still significant efforts which, in their final struggles for the goals, were lone efforts of dedicated men overcoming the conditions they faced, with no helicopters and radios and such bailouts standing by. But they increasingly lacked the economic imperatives that drove most major expeditions that were mounted to broaden mankind's grasp of its world.

I've read a lot of history and this has caused me to speculate at some length on visualizing how it really must have felt to have lived those experiences in those times. It cannot be visualized because those times are long gone and we cannot replicate them today. We know too much and have too much and our educations and daily life in today's culture have established norms which get in the way of trying to visualize what the norm would be, say, for Leif Erickson's voyage.

Some of today's reenactments get a bit closer to the reality. I recall reading Tim Severin's *The Brendan Voyage*, in which he and his crew built and sailed a skin boat from Ireland to Iceland, as I recall, perhaps to Greenland, reenacting an early Irish monk's voyage. Severin and company did it without any sort of modern day support, contact, equipment or materials. They probably got as close as their study of the historic record permitted.

I am unable to see how we can truly reenact bygone human experiences of any sort, immersed as we are in today's instant culture, with everything significant known about everywhere, no major unknowns out there to contemplate, quick reliable rescue from most circumstances available on call.

The situation we face was brought into focus for me by a voyage undertaken a few years ago from Hawaii to the south seas in a traditionally built micronesia outrigger sailing canoe. It was navigated by a south seas native who had troubled to learn the ways of his forefathers in navigating across thousands of miles of ocean 3,000 years ago in similar craft. Along on the trip was a historian of today's mindset, who reportedly just could not believe that this man was going to bring them to their goal using only his native knowledge of navigating by the sights and sounds of the sea and sky, and was most uncomfortable about not referring to compass, let alone electronics.

Well, they got there just as the micronesia knew they would. I do not recall if they also subsisted as did the pioneers of long ago. So maybe even this reenactment lacked true reality. It's hard to escape today's reality in any attempt to relive the reality of an earlier time. Very hard. Probably impossible.





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Since the restored *Old Ironsides* is scheduled to resume her annual July 4th turnaround cruise in Boston harbor, including a tentative raising of sail for the first time in living memory, with a later July sailing trip along the coast towards Gloucester, it was not a surprise to receive a review copy of this book from International Marine. I just cannot get to read all the review copies that turn up and so I farm out most reviewing to interested qualified readers. But I decided to do this one myself as I have been on one of those harbor turnaround trips and found the experience a surprisingly moving patriotic one.

The softcover book is really nicely done, its 240 pages not only providing Gillmer's clear and concise prose but also the wonderful color pages of Bill Gilkerson's paintings, black & white illustrations, many, many detailed drawings, and several appendices filling in background details pertinent to the main narrative.

Five major topics are covered by Gillmer. "The First U.S. Naval Establishment"; "Constitution's Early Career"; "Peace, Cruises, Idleness & Neglect"; "The State of the Surviving Frigate"; and "The Restoration Question". The first three establish the historic panorama of this vessel's life, the last two get into the matter of the recent restoration. These two are where Gillmer really comes into his own.

Professor Thomas C. Gillmer was the man chosen by the U.S. Navy to assess her structure and recommend procedures to restore her strength and form. His historical narrative is concise and evocative of the times during which *Old Ironsides* functioned. His discussion of the technical stuff is wonderfully written. I did not think I'd get too enthused about what I think of as the nuts and bolts of fixing up the ship, but Gillmer's easy comfortable air of authority is irresistible reading.

There isn't a whole lot of documentation of the USS *Constitution*'s early days, her design and building, so assessing what was done and how to restore it today accu-



## Review

### *Old Ironsides* The Rise, Decline & Resurrection of the USS Constitution

By Thomas C. Gillmer

Illustrations by William Gilkerson  
International Marine, McGraw Hill Companies, Customer Service Dept. P.O. Box 547, Blacklick, OH 43004. \$19.95. (800) 262-4729 (for ordering)

Review by Bob Hicks

rately involved educated guessing on Gillmer's part, based on his obvious fund of knowledge of historic ship building. The single most significant concept he proposed and successfully had carried out was the fitting of diagonal riders to stiffen the lower hull structure to prevent a recurrence of the severe hogging which had taken place over time. In his own words here is a summary of this topic:

"My most significant recommendation in this whole study and assessment was to stiffen *Constitution*'s bottom adjacent to her keel and backbone, extending outward and upward to her maximum breadth. It was her original designer and builder, Joshua Humphreys, who had recognized this need before construction and devised an inner structure, a rather radical procedure, to deal with it in his frigates. (A very similar plan, called the "Seppings System" after its creator Sir Robert Seppings, was devised some ten or fifteen years later for large warships of the British Navy.)

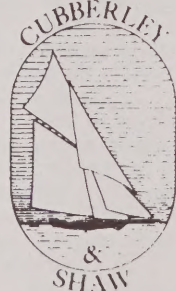
Humphrey called his system "diagonal riders," and his original description, which he signed, appeared in his document of spec-

ification for 44 gun frigates in 1794. It is known that these riders were installed on *Constitution*'s two sister ships. Humphreys also commented with considerable satisfaction on how well the riders worked in the frigate *United States* when she had a launching accident. However, there is no evidence of these riders being installed in *Constitution*. Nor is there any record of them being removed had she had them originally. There is early evidence of her keel being hogged, and there is also evidence of additional timbers, keel riders, sister keelsons and such, having been added to do the work that the diagonal riders were meant to do. I strongly recommended that diagonal riders, closely following Humphrey's specifications, be installed."

Well, Gillmer wasn't quite so pleased with another "modification" done, the installation of combination standing and hanging knees, laminated structures of great massiveness on the berth deck. He states, "The names or definitive words are not available (for these structures) because there seems to be nothing historically similar."

For her July sailing USS *Constitution* will, as Gillmer describes it, "set a first sail plan that I am sure she will have set many times before, a sail plan for battle and "general quarters" that both works well and is historically accurate. In such a plan no lower sails or courses are to be set, only the mizzen, the three topsails and two jibs, and nothing higher. Such a sail plan allows full horizontal visibility and moderate speed under sail when approaching an enemy after the enemy ship is in desired range. This is the same sail plan *Constitution* carried in her overwhelming defeat of HMS *Guerriere* in 1812."

This book is a good read, and especially relevant if you will have an opportunity to view *Old Ironsides* under sail this July. If the rather pedestrian annual turnaround under tugboat tow can create strong waves of patriotism in anyone of a historic bent, seeing USS *Constitution* on her own under sail again should be an experience indeed.



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## Small Boat SAFETY

### Another "Routine" Patrol

By Tom Shaw, U.S.C.G.A.

A Sunday morning in mid-April USCG AUX 551, an 18' open-bow center console outboard, commenced a routine safety patrol at 1000 hours. The weather was questionable, cloudy, winds from the SW to W at 10-15 and gusty, predicted to increase to 15-20. Good chance of rain or thunderstorm. My crew, son Peter (ex-USCG BM1) was heard to mutter, "Why are we out here?"

Forty minutes later we had our first answer. We came across a 14' Sunfish with two persons in the water. Apparently she had capsized. At first her crew refused our offer to help but, knowing the water temperature was 62 degrees, we decided to stand by. Hypothermia is an insidious thing.

Ten minutes later our wet sailors said, "Can you please throw us a line?" We took them in tow to a nearby dock where friends (with dry clothes) greeted them and then continued our routine safety patrol up the InterCoastal Waterway, feeling our presence had been justified.

Forty minutes later we saw the crew of a 19' pontoon boat waving frantically. Their engine had stalled and the winds had pushed them into the shallows and marsh grass on the west side of the InterCoastal. Using a heaving line we were able to tow them into deep water and they got their engine started again.

Two "assists" in the first two hours of the patrol, double justification for the presence of the Auxiliary on the waters. "That," we said, "is it for the day and we have five more hours to go on this patrol."

From that point on till the end of the afternoon, it was truly routine (I will not say "dull" because being on the water is never dull to me). I was reaching for the microphone to make our final position report to the Coast Guard when they called me.

I should have known. For reasons beyond my understanding, if we ever get an emergency call it is at the very end of a long patrol when we are having warm thoughts of home and a hot shower.

This call was a little different. The Coast Guard Station (15 miles away) had received a report of a personal watercraft being carried by the strong spring tide out of Carolina Inlet. Would we respond?

It is not often that I run my engine wide open, but we did that time. AUX 551 is a pretty

fast boat, so we made it to the scene in about ten minutes. There was good news and bad news. The good news was that there had been no one aboard the personal watercraft. She had been beached without proper anchor line and had drifted away. The bad news came in three doses: first from a 32' Fountain that had actually managed to get a line on the PWC, a line that parted in the heavy surf at the outer edge of the inlet, second because the offshore seas were four to six feet and third because the PWC had been washed into the surf zone where it was clearly foolish for us to go.

Had there been a person in the water, we would have reconsidered, but it made no sense to us (nor to the controlling Coast Guard Station) to risk our vessel and two lives to save a few thousand dollars worth of property. We remained on scene for another 30 minutes and departed in the conviction that the PWC was headed for the beach.

As it turned out, we were wrong. A wind shift took her offshore and out of the surf and a recreational vessel picked her up, essentially undamaged. Because of sea conditions and because PWCs are "beasts" to tow, they did not attempt Carolina Inlet and took her some 12 miles up the coast to an inlet better protected from surf. Praise to them. They acted in the best traditions of the sea.

Why do Auxiliarists like myself go out again and again to spend seven or eight hours cruising our "area of responsibility" when generally nothing happens? Today's "routine" patrol gave three good answers. USCG AUX is scheduled to go out again two weeks from today. If you see us, give a friendly wave. We are there in case you need us.

## "The Old Ed Stories"

By Eric P. Russell



### Green Wood

As someone who has spent a lot of time on old wooden boats, I've seen a lot of boats and a lot of owners over the years. Commercial boats often have to do things to keep operating that a yacht, which has more leisure, doesn't have to do.

One summer I shipped on the schooner *Martha Jean* for the Caribbean with a cargo of salt fish. We were in the triangle trade, carrying fish south, rum north to New York and general cargo back to Boston. Well, we picked up a storm in an eddy of the Gulf Stream that hustled us along for a while. Then it wouldn't let go. That storm kept chewing at us and getting stronger and meaner for two weeks. When we finally got spit out, we had scarcely a rag of sail to our name and the foremast was sprung, badly sprung. Now the foremast looks like just another spar, but it's the one everything hangs from. A lot of the strength of the rig comes from that piece of pine and it takes

a special piece of wood to make it all work.

We limped into Tortola and delivered our cargo. A friend of the captain's told him of a stand of prime old growth mast trees inland and gave him permission to take his choice. He went to the grove the following day with a local man and ox cart to bring back the new mast. They came back shortly after sundown with the new foremast. The branches and bark had been stripped and left behind. It was probably the most beautiful piece of tree any of us in the crew had ever seen.

All the same, there was something uncomfortable about that mast. We attached a gang of rigging to it, lifted the old mast out, put it into the mast step and attached everything to the rest of the rig. I was still uncomfortable about that spar. While we were waiting for the sailmaker to finish the new set, I watched it but I still couldn't put my finger on it, even when we had to slack the rig.

For some reason, the spar grew a little longer and tautened the rig to the point where it actually bowed a bit. We didn't worry. After all, this was a green spar. It had had no opportunity to age and dry before we put it into service.

We departed for New York, looking as good as when we left for the islands, but I still felt that something was wrong. It had to do with that spar. She was strong and she looked good, but we had had to slack the rig again before we departed.

Darned if that same storm wasn't waiting on us out in the ocean. As soon as we neared the Gulf Stream, it reached out and grabbed us. There were waves 50 feet high. There were gusts that knocked us on our beam ends. The mainmast went over the side. That brand new suit of sails was torn to rags. But that new foremast stood through it all. The only thing was, it had grown again so that it had a bow in it. In those conditions, we couldn't slack the rig or the mast might come out of us.

That storm hung onto us for another week with the bow getting stronger and stronger. One day, one of the crew noticed a little sprig of green on that spar. The captain and I went down into the bilges to examine the foot of the mast. We found roots growing into the sump of the bilge and all tangled about the keelson. That spar was trying to grow into a tree again. We went back up on deck to cut that spar away before it drove itself through the bottom and sank us, but no sooner had we reached the deck than, with a tremendous smash, the mast straightened out, the *Martha Jean* sank and we all drowned.



# You write to us about...

## Your Needs...

### Anecdotal Answers

I cannot answer J. S Marks' question on cycles to failure for epoxy butt joints except anecdotally. A few years ago I made three test butt joints reinforced with fiberglass strips as follows:

- 1) A-C exterior fir plywood and epoxy resin.
- 2) A-C exterior fir and polyester resin.
- 3) Lauan underlayment and epoxy resin.

I tied them to my float and after a few months they had gone, perhaps because the line broke. The polyester sample turned up a few months later; it broke in the joint when tested. About a year and a half later the epoxy specimen turned up in the tide wrack near the pier; it broke in the plywood when I tested it. Who knows how many wet-dry cycles it went through? The lauan sample never turned up. I suspect it delaminated.

On another aspect of cyclic testing, I wanted to see how water-resistant lauan underlayment is. It is rated Class II by the hardwood plywood association, which means it is made with either casein or urea-formaldehyde glue and has to pass only an elevated humidity test. I cut 6" by 2" samples and immersed them vertically in water in a Metamucil container until they sank.

Then I dried them to constant weight in a 150 degree oven (the kitchen oven). After three soak-dry cycles they were intact and apparently sound. I soaked them again, put them in the freezer and dried them in the oven.

They looked fine so I started to build a Light Dory from them. I had it planked up outside and it got rained on. Everywhere the plywood was stressed, as at the bow along the sides, it started to delaminate. When the stuff got wet, the glue had little strength and could not withstand stress. My soaking tests should have been on stressed samples; for example, bent on a bow.

Dave Carnell, Wilmington, NC.

### Understanding Lightning

The statement by Don Elliott in his April 15th installment that, "of all boats, *Paradox* would be the least likely to attract lightning, with no metal mast, stainless rigging wire or engine," is not in accordance with the known behavior of electricity and promotes a common and dangerous misconception. Metal does not "attract" lightning and an all-fiberglass boat is, if anything, more dangerous than a metal boat, since when hit, the path of electricity is unpredictable and could be directed through the occupant.

In fact, the safest place to be in a lightning storm is inside a metal structure, such as a car. Metal will direct the course of a lightning strike, which is a major function of a grounded lightning rod. Because narrow and pointed structures like masts tend to bleed off voltage potentials, sailboats are actually less likely to be struck than power boats.

By bleeding potential, lightning rods further reduce the chances of a strike. One can also purchase lightning protectors which are generally cylindrical bundles of narrow metal rods which bleed off charges. Fiberglass boats need this type of protection more than boats containing a lot of metal.

Lawrence Haff, Wilton, CT.

### Nesting Dinghies

I am interested in learning more about nesting dinghies, available designs, etc. Can anyone help?

Herbert Diaz C-86543, CSP Soland, P.O. Box 4000 20 A6 Low, Vacaville, CA 95696-4000.

### Ken Brown's Lark

I would like info on building Ken Brown's Lark dory shown in the March 1, 1994 issue.

I also would like info on building a rowing dinghy of aluminum using an mig welder; cost, weight, corrosion, ease of construction as compared to wood.

Dennis Van Fossen, 34770 County Line Rd., Yucaipa, CA 92399.

### Air Cooled Conversions

Does anyone know who sells the plans for converting air cooled motors (Briggs & Stratton horizontal and vertical shaft) to in-board or outboard motors?

Bill MacWilliam, 71 Stoughton Rd., E. Windsor, CT 06088.

## Your Opinions...

### Writing From Their Hearts

I have closely followed the *Paradox* articles. I have learned a great deal and had many enjoyable hours of reading and re-reading Elliot's work. His illustrations are superb. His explanations are easily followed and can be applied to almost any project. In my short few years as a reader, I have enjoyed articles written by boat people and boat builders who write from their hearts to share their joys and knowledge with persons having similar interests.

Tim Webber, Spring, TX

### One Absorbing Interest

"As to the men, one absorbing interest seems to govern them all. The whole day long they are mending boats, cleaning boats, rowing boats, or standing with their hands in their pockets looking at boats".

(Description of Looe, a small port in Cornwall, S.W. England between Plymouth and Falmouth in 1851, copied in the Maritime Museum, a small, neat place) in Falmouth.

Dick Besse Skaneateles, NY.

### A Little Cowardice Is Acceptable

Mississippi Bob should be of good cheer. A little cowardice is quite acceptable when flitting about Lake Superior in a small boat, or a large one, think of the *Fitzgerald*.

As he said and as we used to say, the temperature of Lake Superior varies six degrees all year around, from frozen solid. That lake, like the rest, is like a millpond most of the time. You could row from Copper Harbor to Thunder Bay. But the wind and the waves can come up in about 20 minutes. And when she blows, she blows.

I've got about two and one half years of sea time on the lakes. At a trip a week that's about 150 trips or 300 times through the Soo locks. I've seen snowflakes on Superior on the fourth of July. I was a wheelsman on the *S.S. Champlain* when we were loading ore at Ashland on VJ day.

Maybe Ol' Bob has less cowardice than I. No way would I leave the Apostle Islands for Whitefish Point in a small boat in mid October. He was luckier than he knows.

Ron Laviolette, Ionia, MI.

### Oarlocks & Feathering

I just finished reading the Bolger article on rowing and offer the following comments:

The standard oarlock bases that are available, even in bronze, from most of the chandlers in this country are a lousy fit. Although the shafts of the locks are usually pretty close to the nominal half inch they are supposed to be, the bases usually are at least a tenth of an inch too large. This makes for lousy control and also makes it harder for novices to learn to row well. One of the people at Shaw and Tenney explained that the holes are cast rather than machined in the Caribbean by people who do not care what they sell as most of their customers are too ignorant to know what they should be getting. Here I am speaking especially of the Merriman pattern bases, which are the most common.

The folks at North River Boatworks were able to provide me with properly fitted sets of locks and bases at the same price that the Merriman pattern parts are sold for.

For those who already have one or more sets of the Merriman pattern locks which are not properly fitted, a machinist friend can insert a bronze plug and bore it out to .495". The next step is to have the lock shaft brought down to machine tolerance for a really fine fit. A few drops of lapping compound (any automotive machine shop has it) on each of the shafts will provide an individual fit for each lock set. **MAKE SURE YOU NUMBER EACH PAIR, AS IT IS NOW AN INDIVIDUAL FIT.**

Clean the lapping compound off. Have the machinist cut an oil groove fairly high on the shaft. (This should be done even on oarlock shafts that start out fitting well). When you go out rowing, put a drop of heavy oil on the shaft. If you are going to be out for a while, carry the oil can with you. Once you have experienced heaven, you will never go back to sloppy locks again.

Something else that Bolger mentioned in passing was not feathering oars on the recovery. When I teach rowing to the Boy Scouts, I do not let them feather their oars. There is an increasing oral tradition that feathering oars and kayak paddles encourages repetitive stress syndrome, also known as Carpal Tunnel Syndrome. I am hoping to do a study on this in the near future.

Eric Russell, Brooklyn, NY



# Your Experiences...

## Cape Town Cruising Grounds

This photo shows one of the bays along the peninsula at Capetown, South Africa, the west side looking north. Cape Point lies behind the folks in the picture about 15 or 20 miles.

Dale Jacobs, Capetown, South Africa.



## It's Still a Thrill

Last year I was fortunate to be associated with John Freeman, who owns many old boats, including the one pictured here, the *Atlas*, an 1,800hp unlimited hydroplane. I was busy working on it for its appearance at the Antique Boat Museum's Race Boat Regatta, and was able to drive it a couple of times, something I'd last done in 1949. It's still a thrill!

We made a new tail fin to incorporate a passenger seat so we could take people for rides at the Regatta. At the Museum's benefit auction, someone bid \$500 for a ride, a very gratifying reward for all the work we had done.

Ernie King, Clayton, NY.



## Old Timer

I ran across this old timer while on vacation. I like to look around for old classic and antique boats while doing "touristy" things, and this one falls into that category.

She was built in Boston in 1930, is a 30 footer, all mahogany and brass inside, very warm even though kind of cramped. She has been repowered with an Atomic 4, don't know what the original power was, but probably a Kermath, Palmer, Termott, Monahan, or Red Wing.

I recently saw the old Red Wing factory in Red Wing, Minnesota. When they quit building engines it became a foundry and is now abandoned. It will probably be torn down or refurbished as a retail center, it is right on the Mississippi in Red Wing.

At one time we had a 27' Toppan Dory with a Red Wing four cylinder engine that was silenced with a big Maxim silencer and underwater exhaust. Really ghosted along silently. I wish I had her today, what fun it would be to cruise Lake Minnetonka amidst all the Clorox bottles.

Wes Farmer, Chanhassen, MN.



## Fishing is Great fun Too

I'm looking forward to returning to Osterville soon. My real interest and love is catboats, but this is no place for them here near Fort Myers, Florida. But fishing in the mangroves and shallows around Captiva, Pine Island and Fort Myers from a 17' Pro-line with a 70hp Johnson is great fun too!

Dave Sampson, Osterville, MA.





Cresting the last hilltop leading down into the village of Small Point Harbor in Phippsburg, Maine, south of Bath, we knew at a glance that we were here. Just ahead cars were parked at roadside and down off to the right a large gravel parking lot behind some sand dunes backing the local beach was packed solid with cars. So it looked like we'd have a bit of a hike to witness the launching of the knarr Rob Stevens and his crew had built for a historic trip replication. As we tramped onto the dirt road leading to the beach I noticed a small blue tourist sign with a simple message, "Robert Stevens Boatbuilder - 2". Yep, it was a two mile hike in way past the nearby beach. But worth it.

A knarr? A historic trip replication? Pretty exotic stuff here dreamed up by Hodding Carter IV, a history buff who writes about historic occasions after first reliving them. An earlier effort was a reenactment of the Lewis & Clark expedition resulting in a book, *Westward Whoo: In the Wake of Lewis & Clark*. Notice that word "wake"? Yes, now Carter would soon be off creating a real wake as he sails this faithful replica of a 1,000 year old Viking ship from Greenland to Newfoundland reenacting the voyage of Leif Eriksson.

Media crews were everywhere, ashore and afloat. So was a large crowd of the interested public.



## Launching Of the Knarr

By Bob Hicks

The long walk in to Rob's shop, located on a protected cove on Hermit Island, was pleasant on this mild late April day. Shuttle busses were running for those intimidated by the walk (there was no room at the shop to park cars) and so when we got there the assembled multitude must have numbered over one thousand, gathered all along the rocky shoreline like a colorful seabird rookery, overlooking the knarr sitting in its cradle, soon to be floated off by the flooding tide.

Overhead a helicopter chopped away and afloat, surrounding the almost prehistoric looking vessel, a fleet of small craft awaited expectantly, several loaded with TV cameramen, more of whom were perched on shoreside vantage points. This was a real media event, at this tiny little one man boatshop on this hard to get to little down east cove.

This all came about because the whole adventure has been professionally promoted right from the start, with Land's End involved as a sponsor. Public relations people saw to it that the world would hear about it. And here in the midst of it all was Rob Stevens, the builder, a 1981 graduate of Lance Lee's Apprenticeshop, and for years an obscure local builder and fixer upper of wooden boats.

Now his moment in the limelight was at hand. The knarr floated off the cradle, the christening took place, and the vessel, packed with all who had reason to be aboard, swung slowly away from the float and under propulsion of only four of its complement of long sweeps, swung majestically out into the cove.

Well, the toughest part was done and the boat was afloat. Rob had met the prescribed launching date, and now rigging and sea trials would go on during May on the Maine coast before the knarr would go to Boston for shipping to Greenland for its epic adventure.

The shop crew Rob had assembled for the effort, the first time he had ever had to run a crew in his shop, would now disband and go their various ways. When Rob took on the job he had been able to attract a number of others from the Apprenticeshop days:

Dave Foster, a former instructor at Bath and the Rockport Apprenticeshop; Bob Miller, a former instructor at the current Rockland Apprenticeshop, and shop graduates Lee Huston and John Gardner. This was a project that certainly fit the Lance Lee mystique they had all been steeped in.

Rob tells about the experience with his engaging smile and almost gee-whiz wonderment. He's no stranger to big wooden vessels, working early on the restoration of the schooner *Bowdoin*, working on the annual *Spirit of Massachusetts* haulout and also on the schooner *Harvey Gamage*. But this was his first venture into larger scale boatbuilding on his own. A year ago he and former partner Alex Hadden had ended their long partnership to pursue their own independent boatbuilding.

Rob says that building the knarr was not difficult despite its 1,000 year old design and construction details. It was getting the plans to begin with that was hardest. Rob had bid on the job when he heard about it, his first ball park bid was attractive enough to Carter to bring a request for a detailed bid. When Rob asked about the plans, Carter said in effect, "what plans?" Studying up all the available reading he could find on the subject, Rob found that a model, so to speak, existed in Denmark where the real thing, *Skuldelev Wreck #1*, had been raised from the harbor in Roskilde and preserved.

Rob's first efforts to obtain plans and guidance from Scandinavian sources had been rebuffed in Norway where the museum people would not even talk to him about it. His first call to Denmark resulted in a put off along the lines of, "No we have no plans for the ship and even if we did we'd not sell them to you. This will save your life." Apparently the idea of some obscure boatbuilder undertaking to replicate one of their treasured artifacts for actual use later on the sea was a cause for concern about future litigation. Several replicas of viking ships have indeed been lost at sea over the years.

Rob says Lance Lee had helped to pave the way for a visit to the Danish museum, where he found to his surprise that plans for the vessel were on sale in the gift shop as nautical ephemera. He could have built from these but was successful in getting a copy of the archival plans.

Finding the wood and hardware was simpler back in the USA. Oak for the keel and frames came from a Woolwich, Maine



woodlot; yellow pine for planking came from Florida; tamarack for knees from St. Albans, Maine; and local locust for trunnels was hand carved in the shop. Woolwich blacksmith Jerry Galwya fashioned 3,000 wrought iron rivets for authentic fastening.

The 54' knarr is a big heavy open boat. It will carry a 1,000sf square sail and auxiliary power will be from a half dozen long sweeps. A small shed is to be built for shelter in bad weather during the cruise, but basic protection for crew members will be all that Land's End stuff. No engine will be fitted, but modern electronic communication and navigation aids will be carried along if needed to supplement traditional navigation by sun, moon, stars and compass. If things go really wrong Carter and his crew can beep for rescue, a comfort old Leif did not enjoy.

Carter will serve as co-leader and cook for the crew of nine. A skipper has yet to be appointed. They will sail north along Greenland's west coast, cross Davis Strait to Baffin Island and thence sail south along the Labrador coast to Newfoundland and the Viking settlement site at L' Anse Aux Meadows, where the knarr will find a home.

Amongst those nine on this quite hazardous historic reenactment will be builder Rob Stevens. Rob will get a good look at the integrity of his work, up close indeed, out there on arctic seas in a vessel 1,000 years old in concept, construction and operation.

Launching time is imminent, no dragonhead is fitted to the knarr's bow as it is a merchant vessel.

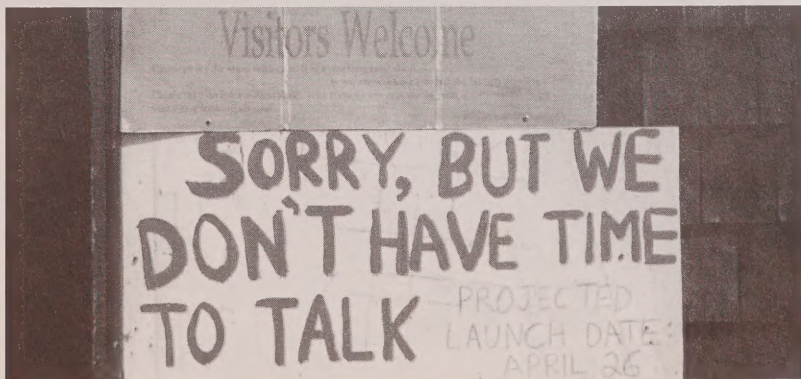


Builder Rob Stevens hauling on a docking line.



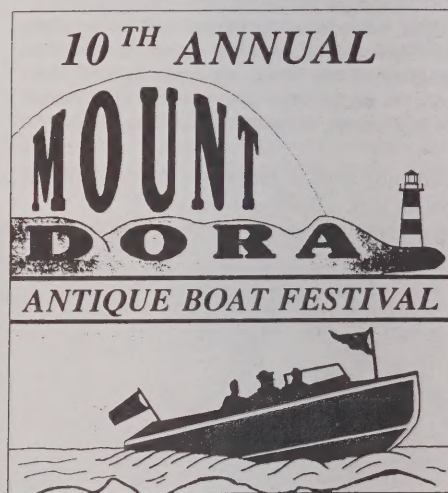
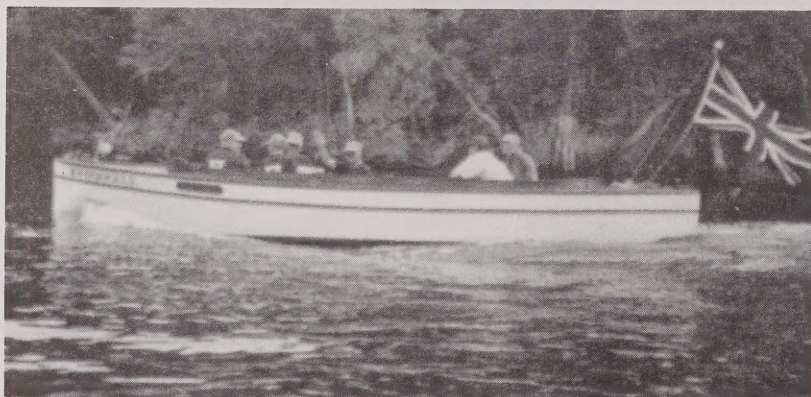
Viking dignitary spots large dragonfly and impales it on his helmet.

A peek at interior details. The knarr looks heavily built but Rob says it actually is quite lightly built for its size and purpose.



With up to 300 people visiting his shop on a weekend, Rob had to qualify his "Visitors Welcome" sign with this caveat.





By Walter Fullam

Photos by Walter Fullam & Henry Smith

The Sunnyland Chapter of the Antique & Classic Boat Society hosted a grand display of over 125 classic motor boats at Gilbert Park in Mt. Dora, Florida on March 22nd and 23rd. The weather could not have been nicer for the event, with boats displayed on land as well as afloat, along with a flea market and marine display, and an evening cocktail hour under a tent at the Lakeside Inn.

Just before the gathering, on March 20th, a cruise on the St. Johns River attracted 45 boats. These folks really use their boats. Oldest boat on the cruise was David Burns' 1914 Gidley launch, and at the other end of the time tunnel was Gerald Wilkins' 1992 Gar Wood 28' triple cockpit.

Left from the top: Just cruising along are Jack and Elizabeth Magri in their 1937 24' Gar Wood utility *Time Piece*, powered by a 6 cylinder 115hp Chrysler. Dave Burns and crew in the oldest boat on the cruise, the 1914 25' Gidley launch *Boondoggle*. A full complement of enthusiasts enjoy gassin' it down the river in Chuck and Lyn Schwager's 1934 27' Chris Craft runabout *Sophie*.





Looking 'em over at the docks, here it's William Drier's 1929 26' Chris Craft runabout, *Wave*.

A 1900's Herrshoff launch displayed on its trailer ashore.





Good canoe trips are when you go someplace you've never been before. Really good canoe trips are when the weather stays warm, when the stars wink down through the pines at night and when the bugs aren't too bad. But the best canoe trips of all are when the wind is at your back on the way in ... and on the way out. Of course, this never happens, but if it did, wouldn't it be grand?

It was noon on a Friday in early September. The truck was packed and the cooler was full. We planned to sneak out of work a little early in order to comfortably make camp and have supper before dark. Dark was coming a bit early now. We had an hour's drive, a launching and loading, then a three-and-a-half mile paddle up the Androscoggin River from Errol Dam before we would reach our campsite on an island in Lake Umbagog.

Sally had never been on a canoe trip. In the spring we had gone camping for several days as a test. During the winter we both found a common interest in the outdoors, but the first trip is always a trial. Expectations must be carefully voiced; compromises quietly formed. The first camping trip was a test. Despite cold winds and freezing temperatures we survived with reasonable dignity and a minimum of altercation. Now we would make our first overnight canoe trip. Again, it would be a test.

The first compromises began in the planning stages. I had been on many canoe camping trips and had some experience and knowledge of what should be packed and how things should go. I felt this gave me an overwhelming advantage during the planning stages of our trip. My opinion, therefore, should be received with respect and accepted without argument. Never, I repeat, never make this mistake.

Of necessity, we would not be able to bring the many luxuries allowed on the earlier car camping trip. Everything had to fit into the canoe. We brought out the list we had developed on our earlier car camping trip. Then we added everything we had forgotten to bring. Next we added everything else we owned, followed by everything in the L.L. Bean catalog that we wished we owned. When the list reached several hundred items, we both agreed that it was long enough, and we could begin the process of eliminating the things we could live without. Since we planned to camp on an island in a primitive campsite, crossing off the blow drier was relatively easy. It got harder after that.

For example, the air mattress. It was a good one, but it weighed 25 pounds and took up a lot of room. It also took three-quarters of an hour to blow up and almost as long to deflate. I opted for foam sleeping pads as a more practical alternative. I lost. Sally suggested that, since it would take a long time to blow up the mattress, we should at least bring the big, foot operated bellows to go along with it. Again, I lost.

When we reached the subject of pillows, however, I held my ground. The bargaining stopped there. My feet were firmly planted and no argument would budge me. Reluctantly she conceded and we took the pillows. I've noticed that when I lose it's called "compromise." When I win it's stubborn, chauvinistic and bullying.

We were able to sneak out of work a little early and were on our way around 2:00 PM. We had to step right along in order to make camp before dark. It is always wise to assume

## The Wind At Your Back

By Eric S. Livingstone

that when hurried, the car will get a flat, that you will get lost trying to find your campsite and that the wind will whip up a gale directly in your face the whole way in. Careful planning can all but eliminate the first two contingencies, but the last one is inevitable. The further one has to go, and the wearier one becomes, the harder the wind will blow. So is written Murphy's corollary for canoeists.

So, I checked the air in my tires and stopped at Cote's Store in Errol to buy a map. As I mentioned, this was Sally's first canoe trip and, short a trip as it was, things had better go right or it might be our last.

It was while buying the map that I was first made aware of the different pronunciations of Lake Umbagog. The store clerk, being local, placed emphasis on the first syllable of the old Indian name for the lake. "Um' bagog." Those of us not so fortunate as to have been brought up on its shores pronounce the name with emphasis on the second syllable, "Um bay' gog." My companion and I spent a ridiculous amount of time arguing as to which pronunciation was the most charming. We took sides, of course, but kept the discussion reasonably civilized. As a result, neither of us gained the upper hand and we spent the week-end using separate names for the same lake.

Having wasted precious minutes buying the map, we hurried to the launching site on the east side of Errol Dam. Never having been exposed to the ceremonial process of unloading a canoe from the roof of a truck, lugging it on one's back to the water's edge and dropping it noisily onto a rocky shore, Sally was a bit uncertain throughout the proceedings. Being sensitive to this, I kept my swearing to a bare minimum when I banged my head into the 90-lb. fiberglass hulk I was trying to untie from the roof of the truck. My head hurt so bad I barely noticed the pain in my thumb which had become lodged between the canoe and the roof top. I can tell you, it took some effort to paste that smile back on my face. I stopped whistling, though, altogether. I have my pride.

Nevertheless, the job got done. With the minor unpleasanties behind us we pointed the

18 feet of faded yellow fiberglass upriver and dipped our paddles to the task. The wind, of course, had started to blow.

I should explain that when I paddle a canoe on flat water I am constantly aware of the wind. The force and direction of wind on a rapid river is an incidental which is quickly forgotten. On a lake, or a slow moving river such as the upper stretch of the Androscoggin, a keen wind presently becomes nature's most significant vector. It was a mere three-mile paddle to our campsite, yet I have paddled lesser distances against a strong breeze and found myself reaching for the liniment before the day was done.

We had barely pulled away from shore when the strangest thing happened. We were already a bit behind schedule and were not looking forward to setting up camp in the dark. I had fully expected the rising wind to further delay our arrival at our island in the lake. You can imagine my surprise, then, when the canoe appeared to leap up the river with only the slightest effort with the paddles. It was a heady moment, almost magical. Such things just never happen. The wind at our back? Could it be?

Lightly dipping our paddles into the dark water, we fairly flew up the river. Yet one learns to distrust the unexpected. I forced myself not to laugh out loud or cheer riotously at our good fortune. Should the wind shift to the north, I would be more than embarrassed, I would be humiliated by the whims of nature, again.

As the time and shoreline slipped by, it became apparent that the wind at our back was no errant breeze, but a strong and consistent south wind that would carry us to our haven in short order and without fail. More confident now, I remarked at our good fortune. My companion was so engrossed in the multitude of birds to be seen at every turn in the river that she scarcely acknowledged my comment. That she was lost on the significance of such a rare event can only be explained by her lack of experience in these matters.

It was true that birds and wildlife were everywhere. Herons were engaged in their late afternoon fishing in every small cove. We slipped quietly up to a muskrat hiding behind a tuft of grass on the shore. He showed little inclination until I splashed him with a slap on the water from my paddle. He quickly decided that playing possum was not the best sort of defense and tried running along the bank as fast as he could. That worked, and he soon disappeared.

Lake Umbagog is a large lake bordering Maine and New Hampshire. It can be reached from the south by Route 16 or from the west by Route 26. The lake has several islands and many campsites along its shores.

It is best noted for the bald eagles that nest annually near the outlet to the Androscoggin River. The lake is home to a great variety of birds and has a pristine shoreline. Loons abound. Last summer the eagles had two eaglets and both of them survived. Some of the best fishing in New England can be found at the Rapid River where it empties into the lake.

Campsites must be reserved. Many of the best should be reserved by spring or early summer. Be prepared to accept an alternative site. For camping at the Rapid River, inquire at Cote's Store in Errol. For all other sites, contact Umbagog Lake Campground (603-482-7795).

Cote's Store in Errol has all the camping, fishing and bird watching supplies you will ever want. They are open seven days a week. Groceries are readily available. You can launch boat or canoe at a public launch just over the bridge from the village (a quarter mile from the store) and travel up the Androscoggin to the lake. Good parking there. You can also launch from Umbagog Lake Campground at the southeast end of the lake.



As we emerged from the river into the lake, we easily spotted our island campsite marked by sentinels perched high in a dead tree. The two bald eagles sat motionless, black effigies backlit by the setting sun. We drifted quietly past them and into the little harbor that would be our home for the weekend.

The wind that had faithfully carried us to our woods home had subsided to a light breeze, just enough to keep the bugs away. The stars did shine down through the pine trees that warm September night. The loons sang their melancholy requiem until 3:00 in the morning. Daybreak found a cow moose standing close by, feeding in the warm sun, so close and so tame one could be almost tempted to reach out and pat her. Almost.

Late Saturday night the wind came up again. By morning the clouds had moved in and rain was in the air. As we picked and ate blueberries for breakfast, I kept a wary eye on the rising chop on the lake. A few whitecaps could be seen beyond the shelter of our island. I began to fidget about the weather and hurried the process of breaking camp and loading the canoe. As I watched the whitecaps building, I made every effort to hide my anxiety from Sally. The last thing I needed was to make her nervous about something she couldn't do anything about. Of course, neither could I. But it always seems to help if at least someone worries. It's a sign of respect for the forces of nature; albeit somewhat neurotic.

Fortunately, we had almost no open water to cross before entering the river for the trip back to Errol Dam. Unfortunately anxiety is infectious and, as we launched the canoe, Sally showed signs of having picked up on my bad vibes. As it turned out, all the apprehension was unnecessary. We were not long on the water before we discovered that as the weather had turned, so had the wind. It was directly at our backs on the way out as it had been on the way in. Entering the river it whistled in directly behind us, pushing our canoe at a good clip toward home. We barely needed to paddle except to keep steerage. At times we shipped the paddles completely and let wind and current alone do the work. Without steerage, of course, the canoe turned sideways to the wind, but all the better for watching wildlife along the shoreline. I have been on some fine canoe trips, trips when the sun shown brightly, trips when the stars twinkled at night, trips when the loons haunted the still air with their songs. But in all my memory, I have never before been on a canoe trip when the fair wind blew at my back on the way in and again on the way out. I almost hope it never happens again. It will set this trip forever apart from all the others. As for Sally, all her concerns about her first canoe trip were forgotten. It turned out to be one of the best adventures of her life, and one which will certainly be repeated next summer.

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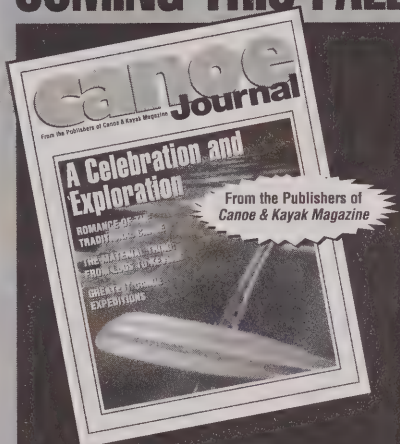
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We're shooting for another full moon gathering on August 16/17/18. Last year families and folks from British Columbia, Washington, Idaho and Montana paddled, powered and sailed to our island hideout and a swell time was had by all during the near perfect weather. This year we'll be meeting ashore and inquiries continue to trickle in from all points of the compass. Peripatetic road warriors and "non-leaders", the Thayers, will try a run from Colorado, between visits to far coasts and borders. Boaters are welcome to come early and stay late.

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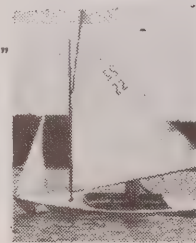
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# A Summer Abroad

## Part 5

### The *Annabel J*

By Jim Thayer

Dropping the tiller harness, I stood on the weather seat and put all my weight against the 10-foot tiller while hollering, "Here we go!" The *Annabel J* turned determinedly toward the wind, shouldered up close, then, for reasons known only to herself, just hung there, lacking the will to carry across. With understanding, maybe it was really my fault, I let her fall off, gather way and try again. Same result. Obviously her heart wasn't in it, but we gave her one more chance anyway.

She had never missed before, so something must be bothering her. Maybe she was dragging a lobster pot or something. Keith agreed that it was time to wear ship and around we went. That must have gotten it out of her system for she never again gave us any trouble.

Now then, what was a country boy from Colorado doing at the helm of a big cutter, sloshing around off the rocky coast of France on a cold dark night? The question was much on my own mind.

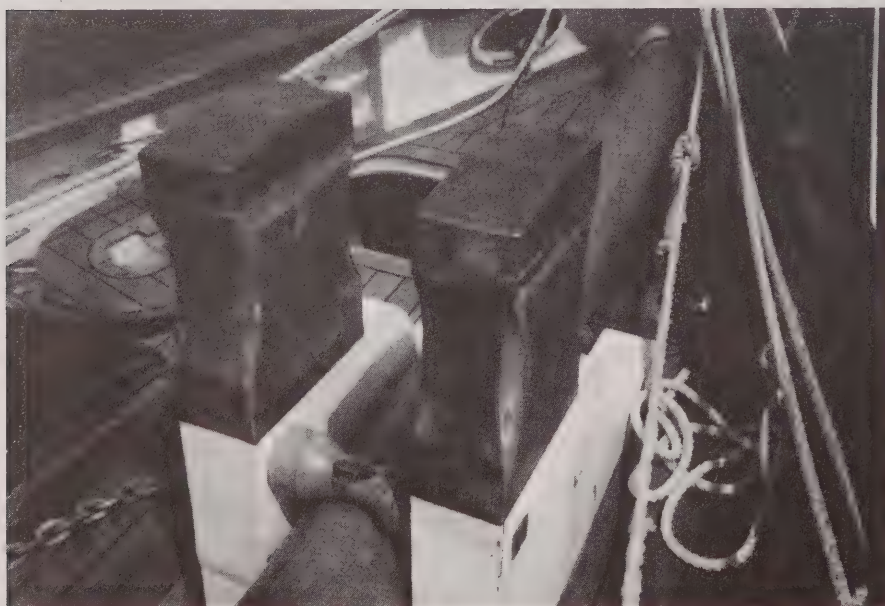
As mentioned somewhere in a previous rambling episode, the *Annabel J* lay just aft of us in La Rochelle, and we got well acquainted through our respective Irish girls. Keith, the paid captain, mentioned that he could use some crew for the run from Rochefort to England via Brest.

Forsaking the good ship *Anna*, I came aboard in Rochefort and we motored out through the lock into the River Charente about noon the next day. Keith had the helm for the first 20 minutes or so and then put me on the big tiller. It was necessary to stand on the seat and peer around the spars to see where we were going. We were passing a number of slower boats and I was a bit unnerved to have control of such a grand and expensive object. Some diffident questions about which side to pass soon made it clear that Keith was a man to delegate responsibility, so I relaxed a bit and soon passed up my old buddies aboard the *Anna*.

Once out in the expanse of the bay, I was a holding a general course toward a distant mark when Keith casually remarked that the sounder showed 10 feet. I inquired, "What's she draw?" "Ten feet," he answered, unperturbed. I looked back to find that we were well out of the channel. I immediately put the helm over and held my breath, I'm sure, for the several minutes it took to get back where we belonged.

The rest of the crew consisted of two French college boys with a limited command of English. Motoring, they had nothing to do but keep us supplied with tea and gorgeous subs built on real French bread.

The *Annabel J* is a near new steel English Pilot Cutter, 60 feet on deck. The decks are laid teak, the spars wood and the rigging



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Left, top to bottom: The *Annabel J*, 60-foot steel pilot cutter. Note off-center housing bowsprit. Bitts. Even the corners have bronze wear strips.



traditional. There are no winches, so the decks are encumbered with multipart sheets for the headsails. Below decks everything is first cabin and flawless. She must have created a stir when launched, for when I got home Tony Dias showed me a copy of the *Boatman* with an extensive write-up on her.

With some sea room, the sails went up and soon an ominous overcast began to build and the wind notched up. I had the helm most of the time and for all the tacks. Keith and the French guys would handle the sheets, which took a fair amount of effort and teamwork. Keith was very patient with the problems created by near total lack of common nautical vocabulary.

As dusk came on, Keith thought it prudent to reef the main. This was an old timey exercise involving a handy billy and a good bit of heaving and hauling. I was happy to be on the tiller, but had to keep on the que vive to hold the boat where they wanted her.

I had hoped that we would put into Les Sables D'Olonne, which, as it turned out everybody else did as well, but Keith decided to make time. We had a pretty good breeze by now and Keith gave up trying to get both headsails at once. They would get the jib settled down and then work on the staysail. I was worried about the boys because we were pretty well canted and there were no lifelines, although there was a 10-inch bulwark that offered some reassurance. I found that bulwark reassuring indeed when my stomach informed me that it just couldn't get in tune with the motion of the boat.

Soon after we found that the running lights had packed up. No cure could be found, so Keith turned on the spreader lights and had the boys put out word on the radio. After our little spat with the *AJ* about tacking, Keith, after assuring himself that we couldn't find anything to hit anytime soon, turned in to catch some winks.

Before long the sea was full of fishing boats, most on converging courses. This is where the French guys came into their own. Being fairly cautious, they spent a good bit of time on the air warning everybody not to run over us. There were some fairly close encounters but no panic situations.

By now, well after midnight, careful calculation confirmed that I had been holding this tiller most of my adult life. I had examined from every possible angle and approach the question of why I had paid good money to leave the peace and quiet of Plateau Valley. I was wearing everything I could cram on and still shivering as I tried to recall Abbey's description of the blistering, shimmering (coruscating?) Utah desert. Never again would I seek the shade.

Eventually Keith and his crew took the deck and I stumbled below to crash, all standing, on the cabin sole. I hadn't taken four breaths before the crew was shaking me up to get on deck. My mind had never missed a beat in its quest for an answer to the Question.

Morning brought a moderating breeze, and by mid morning a bright sun had us flaked out on deck slurping tea while I pondered whether the previous night had been real or imagined. We passed a pleasant day mostly reaching along the coast like tourists in a charter boat ad.

Having spent most of the day on the tiller I took the early watch below. As before, I only had a couple of minutes before they were jerk-

ing my chain. I went into my dressing drill, two pair of pants over my longies, sweaters, watch cap and oilies over everything. Finally, sufficiently sentient to grasp the situation, I noted that the sails were stowed and we were motoring over a nearly calm sea.

The coast of France is a wicked place for sailboats at night. There are flashing lights everywhere. We were headed for a long count quick flasher very faint ahead. I noted the electronic compass heading and kept after it. Normally it's a tough job to hold the *AJ* to a steady compass heading when motoring. It's much easier when holding on a mark well ahead. It soon struck me that I was doing an extraordinary job of holding the course, the heading never wavered. Uneasy, I searched out my light and found it well off to starboard. It took Keith a while to run down the problem. Someone had evidently hit a switch while moving the chart around the table. We had a magnetic compass but it was in the companionway and hard to see.

I fixated on the light, a long count quick flasher that indicated the east side of a danger. I must have been half asleep when I noticed that the light was reflecting on the water. I mulled this over and decided that the light must be fairly close. About the time I got this figured out the light quickly gained height. Darned near ran into the thing.

I hadn't looked at a radar screen since my 514 Scope Dope days in the Air Force so I was favorably impressed with the *AJ*'s display. Keith just set the range and ordered a tack when we hit the two-mile line. It was a long night watching the radar and matching the lights to the chart, but finally at first light we were lined up on the entrance to La Trinite. There were some questions, but they sorted themselves out as we proceeded.

About 50 yards from an empty stretch of dock Keith said he had better take over. Shucks, I wanted to do the whole thing. We were at the absolute far end of the marina and walked nearly a mile to the harbor master's office, then had a good French breakfast. Back at the boat, we coiled up and swabbed down, Keith being a bug on shipshape. He found the short in the running lights where a cable below decks was pinched up against the hull. All squared away, I fell into the bunk and died. I finally awakened of natural causes, a delightful experience.

Late in the afternoon I hiked with Keith to the nearest phone to see what the owner had in mind. It was two minutes to the end of some soccer game and the owner couldn't be disturbed. We hung around town for a couple of hours but never did get ahold of the guy.

The next day I spent walking some nice shore trails and visiting neat megalithic sites. The famous alignments of Carnac are just over the hill. It's June 28 and I am anxious to get back to my boat. I caught the bus to Auray, the train and another bus to Roscoff and the ferry to Plymouth.

Right from the top: Keith and Jean Marc on *Annabel J*. Note headsail sheets on deck. Leather covered hoops. Keith charming our hostess.







Left to right: Nancy Tucker, Annie Kolls, Pat Collis, Tom Baird, Jack Hamilton, Helen Wright, Jack Ray, Moya McKenzie, Dennis Burchill and 1939 16' skiff *Fury* at Darling Point 16' Skiff Club, Brisbane Venue for 1996-97 National Championships on January 11, 1997 for presentation of *Fury* as a gift to the Australian people, care of the Queensland Maritime Museum, Brisbane.

## Home to Australia

### Mystery Boat Returns After 50 Years in USA

By Jack Hamilton and Annie Kolls

In 1939, legendary Australian designer and boat builder Norm Wright built the 16' skiff *Fury* for his brother-in-law, Vic Dixon.

*Fury* was first raced by her original owner, now in his 80's, and then by a young skipper, Laurie McCormick, now about 70. According to records available, she won the scratch and handicap events in the Wide Bay (or Hervey Bay) Championship in about 1940. Photos show her racing with a triangle color patch and also a black "V." This "V" was to prove one of the pieces in the jigsaw of her identification later. During her years in Brisbane, the Queensland skiffs increased the size of the spinnakers to 250 square feet (flown from the peak of the gaff instead of the mast) and *Fury* raced with these larger sails.

In 1942, American soldiers arrived in Brisbane and they must have taken some interest in skiff sailing. Some skiffs were bought by the GI's and taken home at the end of WW II. One story is that *Fury* went home as deck cargo on a Liberty ship. It must have been no later than 1945 as most of the "Yanks" had left Australia by then. From that year, *Fury* disappeared from racing records in Australia.

About 1960, Elmer Lowry, who then lived in Costa Mesa, CA, discovered a strange looking boat in a boat dealer's yard in Sacramento. She was not in good condition, with her hollow spars unglued, and there was evidence someone had tried to make a power boat out of her hull at one time. He restored her to sailing condition (still not knowing what she was) and sailed her with friends in Newport Harbor. She still had her original sails at this point.

Richard Tucker, an Australian cinematographer, was in Los Angeles in the early 60's and happened to see Elmer's boat. He identified it as an Australian 16' skiff, but had no idea which one it was or how it got there. He and Elmer sailed the boat for awhile in Newport, out of Balboa Yacht Club, and even got chased by the Coast Guard once for "speeding." Elmer moved to Oregon to retire about 30 years ago and took her with him. She was unsuitable for conditions in Oregon, and he put her in a shed and kept her there nearly 25 years until 1990, when he gave her to Annie Kolls of San Diego. He felt Annie was the perfect person to have the boat, as she had already restored several wooden boats and he knew she would sail the boat in San Diego, his boyhood home, which is a perfect place for skiffs.

In 1992, Robert Keeley of Yaffa Publications in Sydney was covering the America's Cup in San Diego and heard about Annie's 16-footer. He contacted her and asked to see the boat, not really believing there was a skiff anywhere in America. He confirmed it was a skiff, and admitted to Annie that he had not ever seen one of that vintage anywhere in Australia. He had only seen pictures of such boats on the walls of the older sailing clubs. Annie realized she had something rare.

#### About *Fury*:

"She is planked Australian red cedar, with perfect grown knees of Ti tree. She contains Bunya pine, mangrove, Oregon pine and silver ash. Fastened with about 2,500 handmade copper nails of different sizes, she is an open boat, gaff rigged, with hollow wooden spars, running back stays, a 14-foot boom and carries 220 square feet of working sail. Her plumb bow is blunt and round at the top and razor sharp at the waterline. She has a huge "barn door rudder." In her day, it took a crew of five to race her. The positions were helmsman, sheet hand, bailer boy, swinger and forward hand. With her spinnaker end balloon jib up, she carried 450 square feet of sail. She has an Egyptian cotton spinnaker, 15 feet long two-part wooden spinnaker poles and a hemp snotter (a loop which attaches to the mast and holds the mast-end of the spinnaker pole).

The jaws of the gaff and boom, which rest against the mast, still have their original leather linings. Her bow sprit is about six feet long and curves downward under tension, affixed to the boat at the waterline by two flat steel straps. She carries a large black "V" in the middle of the battened mainsail. Her centerboard is a 90-lb. piece of steel which drops straight down into a trunk slot and probably about 2-1/2 to 3 feet below the hull. If you raise her sails on a windless day, even with the centerboard in the "down" position, she will roll right over on her side, with no one in the boat. Her only ballast is her human crew, and all five crew members are very busy on a downwind run with a spinnaker up.

It is addicting to sail her, whether it be now, in 1997 or in 1939 when she won her first race. Like having a tiger by the tail, she takes off, always before you're really ready, and I needed both hands to hold the tiller. As her speed increases, the centerboard begins to vibrate, faster and faster, like an engine in a car as you press the accelerator down more and more. As the helmsman, it takes all your concentration and your crew must choreograph their movements on each tack or jibe like ballet dancers. On the straight run just off the wind, with your crew hiked out to offset the tremendous pressure on the sail, you are truly responsible for the well-being of boat and crew alike. For if you waver, lose concentration, look away or try to do anything but steer the boat, you and your crew will spend the rest of the day in the water. The seriousness of such responsibility is matched only by the terrible thrill of having all that power at your command and the siren call of speed! It's terrifying, electrifying, euphoric. You cannot resist the urge to scream, "YEE-HAH!" (quote from the book, *Gift of the Fury*, by Annie Kolls, as yet unpublished).

(Open racing 16-foot skiffs, a class indigenous to Australia, very similar to the famous 18-footers. Modern versions are very high-tech, ultra-light and heavily sponsored. Australians refer to the 16-foot variety as "skiffs" and the 18-foot variety as "eighteens." The "eighteens" have unlimited sail and wide hiking racks on each side. The skiffs do not.)



Keeley wrote a six-page spread for the August 1992 issue of *Cruising Helmsman* about the San Diego woman who was in love with a vintage Australian skiff and sent it with photos he took when she organized a sail for him. At the end of the article he asked any older skiff experts to send Annie whatever information they might have to complete the history of the boat. It started a sailing "mystery" and stirred up interest among some of Australia's most well-known old skiffies, who had gotten hold of the article. It was thought that the skiff might have belonged to legendary Pat Collis (88) of Sydney, who still sails with a large "V" on his main and is competing to this day! Pat was a big help to Annie and made many inquiries on her behalf, even though it had never been his boat, as his "V's" were red. Annie's boat had a black "V."

Jack Hamilton (64) of Brisbane remembered his father saying, "*Fury* is going to America," when Jack was a boy of about 12. He and Annie became correspondents.

Annie sent detailed photos of the interior of the skiff, and it was from one of those photos that Norm Wright, Jr. (recently deceased) identified the boat as his work. Norm sent Annie a photo of *Fury* taken after her first race in 1939. He circled the ribs just aft of the thwart in the center of the boat (on both photos) as his unique placement. He remembered that *Fury* also had a black "V" as a color patch, as owner Vic Dixon had used a sail from his previous skiff, *Valhalla*, due to wartime shortages of sail cloth from England. Norm and Annie became correspondents, too.

Pat Collis, Dick Tucker, Norm Wright, Jr. and Jack Hamilton all corresponded with Annie for four years after the 1992 article came out. The mystery was solved, but the friendships continued until Annie decided to finally travel to Australia to meet the men to whom she had been writing. Two of her Australian friends are gone now; Norm Wright, Jr., whom she stayed with last April and who passed away in July, and Dick Tucker, who died in October 1995 before Annie could meet him in person. Annie has become friends with their widows and has visited them in Australia and they have visited her in San Diego.

Annie wanted to give the skiff to Australia as a gift, as a remembrance to her Australian skiffie friends, and because so few old skiffs remain anywhere.

Columbus Lines generously donated most of the freight fare as part of the effort, and on November 18, 1996, *Fury* left California after 50 years (almost to the day) in the United States. Jack Hamilton flew to California to help Annie get the skiff ready for transport. Jack and *Fury* returned to Australia in a three-week journey on the container ship *Columbus California*. Annie flew to Sydney and was there to meet the ship in Botany Bay on December 12, 1996. The skiff arrived in good shape and Annie and Jack personally took her out of the container in Brisbane. *Fury* was put on display at the Australian National 16-foot skiff championships at Moreton Bay, near the mouth of the Brisbane River. Old skiffies came out to see *Fury* and relive the "old days" for hours around the boat.

On January 11, 1997, on the final day of the national championships in Brisbane, *Fury* sailed in Australian waters for the first time in over 50 years. Before Annie formally gave her away to the Queensland Maritime Museum in Brisbane at the awards ceremony that evening,



1939 skiff *Fury* sailing in San Diego, November 1996.

Modern 1997 skiff at Australian Championships, Brisbane, January 1997.



*Fury* was rigged and her crew (average age 72) of ancient skiffies (including 60-year-old Annie at the helm) darted swiftly out of the Darling Point Skiff Club into Moreton Bay. What a thrill for all concerned. Annie noticed the whole crew immediately became younger and stronger. Eyes sparkled and grins widened as *Fury* went faster and faster out into a 15-knot breeze.

It's taken Annie three years to complete the project. She has spent a total of five months in Australia in her two recent trips. She has modest means. She said the value of the friendships and adventure she has found in Australia far outweighs the cost.

Annie said the best moment, the one that made her realize that she had done something special, was one day at the national championships, while standing by the skiff with a group of onlookers, a middle-aged man came out of the crowd, strode up to her and shook her hand. He said, "I just want to thank you." Annie said, "What for?" He said, "For Australia. For bringing back this beautiful old

skiff." His eyes were filled with emotion and met hers steadily. His handshake was firm and he held it a beat longer for emphasis. Then he turned and disappeared into the crowd.

Annie is back in San Diego now at the helm of the *Scuzbums*, the Southern California Small Boat Messabout Society. She is writing a book about the gift of the *Fury* and is looking for a publisher. Contact Annie Kolls in San Diego at (619) 569-5277, e-mail: ScuzBum@aol.com



John Scull's account of sailing a Kapingamarangi canoe was of interest to me since I did some work in Micronesia for a time but was unable to get a ride in a boat since none were still sailing. I interviewed an Australian fisher/writer biologist who used a proa off the out islands of Yap for his research work for several years. I wanted to know how the thing tacked, so on a long flight to Honolulu, Andrew Smith told me.

The canoe in question was 22'-24' in length, with a beam of about 30". It sailed with a minimum crew of three; a bow man, a stern man, and a sheet man who was the most skilled since he steered.

The back stay and forestay bitter ends were fixed to the boat stems, with enough slack in each so the mast rake could be changed in tacking. Each stay was marked to show the location for tying off in the mast forward position when that end of the boat was the bow. A crossways cleat was provided at each end of the boat for that purpose. The mast heel was loosely socketed on a wide thwart.

The tack or junction of the gaff yard and the boom is placed in a socket near the stem of the bow end, and the fore stay is hawsed down tight. Care is taken, especially in rough water to get it tight so the tack does not jump out of the socket.

Steering, except for downwind sailing is done with the sheet; no rudder or paddle is used. The sheet man is the skipper.

## More On Western Pacific Proas

By Tom Fulk

In tacking the sheet man hardens up to bear off. The fore stay is loosened, and the tack of the sail is passed from end to end, close outboard of the mast, by the bow and stern men. The mast is canted toward the new bow. In light weather the tack is tossed from end to end, but it is passed, with the sheet man helping, in stronger wind. The tack is socketed at the new bow end, and the stay hawsed tight to hold it in place. The aft stay which is secured to the boat is tightened also.

Bee holes at the mast head carry the halyard, and a line which brails the boom up to the yard. A large knot is provided in the halyard between the yard and the mast as chafing gear. The halyard is wrapped three or four times around the mast and secured with a slip knot. The bitter end of the slip knot is within reach of the sheet man who can give it a quick jerk to drop the sail and spars quickly in case of an emergency. They fall into the water downwind of the boat. The halyard turns around the mast slow the descent of the sail/spar package, and provide friction so the slip knot will normally hold the sail up.

During sailing all hands keep amidships

to lighten the ends. Bow and stern men bail; the boats are open and wet.

There is nothing to keep the mast from falling upwind except wind pressure as there is no lee side stay, and nothing to secure one to. There is only one stay to windward. Occasionally in light wind and a chop, the mast, sail, and spars fall across the boat to the embarrassment of the sheet man.

The sheet man sits aft of the mast, but faces in the direction of travel. The sheet is two part, it ties to the boom, passes under a fixed pin on a thwart, through a boom block, and to the helmsman. The bight is relocated to a new pin when the boat is tacked.

Flying the float is not considered a desired condition. Instead, the boat is balanced to lift it slightly but not out of the water. On a 24' canoe, the outrigger platform is about 4' wide. Women, children, and neophytes sit there.

I have a very accurate model of a Kapingamarangi canoe from Pohnpei and it is rigged the same as the description provided above. Also the hull is asymmetrical, with more curve in plan view on the side towards the float. This helps overcome the drag effect of the float, and helps the boat travel in a straight line.

Anyone interested in learning more about Pacific proas should get a copy of *Canoes of Oceania*, by Haddon and Hornell, published by the Bishop Museum Press in Honolulu.

North American Water Trails, Inc. is a coalition of organizations and individuals committed to opening recreational access to America's wealth of waters. Our membership includes volunteer groups, public interest organizations, government agencies, private companies and dedicated individuals.

We promote, encourage, support the establishment of recreational waterways on North American interior and coastal waters.

We help local organizations become effective water trail builders and operators. We serve as an information network, assist in finding the resources you need to build and operate water trails, and offer advice and encouragement, sharing our skills, knowledge and experience.

Water trails are small boat and paddling trails that combine recreation and conservation on North American waterways. Water trails allow small boaters access to rivers, streams, and coastlines, and they allow boaters to pull up to a campsite after a long day's paddle. Numerous water trails are currently being launched across Canada and the U.S. as people discover the beauty and simplicity of the water trail idea.

Our streams, rivers, lakes, and coastal waters were the highways of the early explorers. Log dugouts, bark canoes, flatboats, and sailing vessels all used the waterways along the marine coasts and into the roadless interior. With the opening of land-based travel routes, water trails declined until only the major rivers and large lakes remained open, and these mostly for commercial traffic.

In the latter half of this century, people

## National Association of Water Trails

turned to the water again for fun. But, not only were thousands of miles of shoreline privately owned and closed to the public, but rising costs often prevented the development and management of waterside parklands.

Modern water trails are designed to overcome these obstacles. The trails develop creative ways to provide small-boat launches, shore access, and overnight campsites. More significantly, they encourage low-impact use and a strong sense of stewardship for the resource. The result is greater care for the waters and lands along the trails and less need for official policing and regulation.

Designing and developing a water trail requires special skills. It is easy to overlook important steps in creating a trail, steps that might mean the difference between success and failure. Many trails are conceived without knowing what has been done elsewhere. NAWT's goal is to help smooth your route by providing information about water trail development across the continent.

NAWT holds a conference at least every two years. It features workshops on common trail subjects: Feasibility, fund raising, maintenance, membership and others. It is a great opportunity to meet people who have been in your shoes, talk with those grappling with the same questions, and gather information. Here you find that you

are not alone; in fact, there are many others anxious to help and encourage you.

Your membership brings you:

- A workbook designed to help. NAWT publishes and distributes *Modern Water Trails, A Guide to Establishing and Maintaining Recreational Waterways on Fresh and Salt Water*, a loose-leaf workbook that covers many aspects of water trail development. The book is designed to bring you from a dream to the daily operation of a successful project.

- Regular newsletters and updates to the workbook.

- Access to advice and information from water trail experts.

- An opportunity to attend national and regional conferences.

- An organization (NAWT) whose goal is to build a continental system of water trails that will help preserve our waterways and the lands that border them.

Officers:

President: David Getchell, Sr., Founder  
Maine Island Trail.

Vice President: Franz Gimmler, Founder  
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Treasurer: Craig Poole, Founder  
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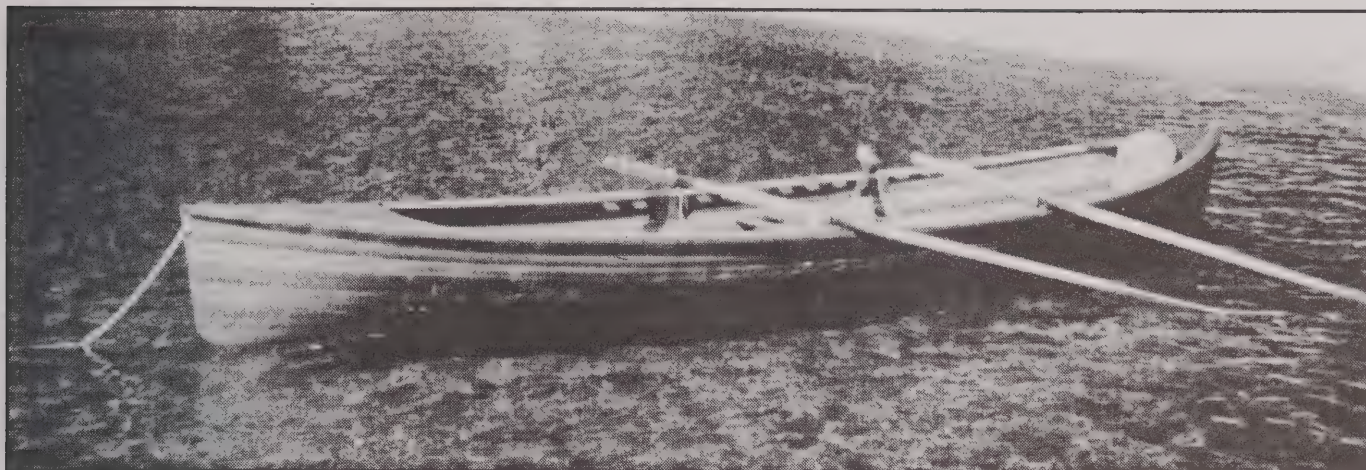
Old Town Canoe

Perception, Inc.

U.S. National Park Service

Parks Canada





In the middle 1800's, one hundred miles north of Toronto, a beautiful area was found, spotted with glacier-made lakes, on the southern edge of the great Canadian Shield containing the "oldest rock in the world." Birch and maple trees shared the lakeside with pine, balsam, hemlock and fir, creating a bountiful supply of lumber. An area containing three major lakes, connected to each other by free-flowing rivers, became known as Muskoka, and the lakes as the Muskoka Lakes.

In the area, approximately 20 miles square, each of the three major lakes is between 11 and 15 miles long, 5-6 miles wide, and 300 feet deep. Within a few years these Muskoka Lakes were connected with locks, thus allowing steam navigation to help tow log booms to the sawmills and to bring early tourists to resorts and to cottages now springing up around the lake shore and on the hundreds of islands.

For the settlers and cottagers, paddling and rowing were the primary means of lake travel. The rowing skiffs, which appear to have derived from the skiffs of the St. Lawrence River, were especially popular both for moving goods and for recreational use.

By the end of the century, an association had been formed for protection of the lakes and for promotion of aquatic sport. The Muskoka Lakes Association was in its sixth year as the 20th century began; its annual Aquatic Regatta was already popular and well established. Rowing, paddling, swimming, diving, and tilting were mainstays of the event. Sailing and motorboat racing were added later.

The Muskoka Lakes developed wooden boat craftsmen, second to none: Minett-Shields, Graevette, Ditchburn and Duke built launches and runabouts which rivaled those being built in the USA by Chris-Craft, Hacker and Gar Wood. Utility boats such as rowing skiffs were also built in large numbers; every cottage had at least one. The Muskoka rowing skiff gave birth to a slightly larger craft, powered by a one-cylinder engine, and known the world over as the Disappearing Propeller, or DisPro, as you may have seen in *The African Queen*.

Most of the early rowing skiffs of Muskoka were cedar lapstrake, virtually all were double-enders. They were quick and seaworthy for the lakes. In the '20's and

## Muskoka, Its History And Its Skiffs

By Tim Butson

'30's a few were built as smooth skins; all had ribs. With the advent of fibreglass and epoxy after World War II, a few builders used the cedar strip technique for making skiffs. These tended to be narrow of beam and resembled a canoe's dimensions more than the traditional Muskoka skiff which was more than three and a half feet at the gunwales and 16 to 17 feet in length.

When the current Muskoka Lakes Skiff was being designed, an effort was made to keep within the "envelope" of the

old lapstrake and smooth skin skiffs. What has evolved is a very strong and fast skiff, blending the lines from the old masters with the use of modern materials and the craftsmanship of the traditional Muskoka boatbuilder.

Tim Butson and his father, Ron, come from a family of wooden boatbuilders going back to 1839 in Ferryside, England. Since emigrating to Canada they have been with such well-known builders as Century, Grew and Greavette, before establishing their own business in 1981 in Port Carling, the heart of the Muskoka Lakes, Ontario. In their last engagements with Greavette, they were head boatbuilder and shop foreman, respectively, positions reflecting their considerable skill and trustworthiness.

Butson Boats now operates on a year around basis, rebuilding and restoring wooden boats originally built by the finest names in North America. In addition to building a "Gentleman Racer" of their own design, modifying a 1930's Minett-Shields 19 foot mahogany inboard runabout, they have been building John Duncan's 17 foot Muskoka Lakes rowing skiff.

### Muskoka Lakes Skiff

Fixed Seat, Oars On Gunwale

Design by John Duncan

Construction by Tim Butson

Length 17'

Waterline 16'3"

Beam 46"

Weight 95lbs

Oars recommended: 8' spoon or 7-1/2' wide-blade spoon by Shaw & Tenney.

When rowed single, boat is "turned around" for better weight distribution and balance.

Construction of cedar strip covered inside and out with fibreglass cloth and resin.

"Gull wing" seats keep weight low and provide foot rests for rowers.

Gunwales of mahogany and oak; spruce optional.

Designed to be rowed by one or two persons.

Stern and bow passenger seats optional.

Adjustable foot rest for stern rower.

Varnished with UV filter.

Oar tie-ins, optional.

Easy to row.

For more information, contact:

John Duncan, 7800 Buckboard Court, Potomac, MD 20854, (301) 299-5334.

Tim Butson, P.O. Box 397, Port Carling, ON POB 1JO, (705) 765-3186.

### Muskoka Lakes Skiff Results In Competition

1994 Oarmaster Trials: On a triangular course, this design placed second, 7 seconds behind first place Monument River Wherry after more than 55 minutes of racing in nine separate heats with 14 other (f.s.o.g.) invited boats. Among other boats in event: Whitehall, Skua, Sockeye, Seabright, and Piscataqua River Wherry. The Muskoka Lakes Skiff was clearly the fastest boat on straight runs.

1987-1996 Muskoka Lakes Regatta, (began in 1894): In ten years this design has entered 109 races. It has won 91 races placed second in 13 races and third in 5 races.

1993 Mid-Atlantic Small Craft Festival: First places in men's singles, ladies' singles, and multi-oar races.

1995 Mid-Atlantic Small Craft Festival: Second place in ladies' singles race, first place in multi-oar race.

1995 Merrimac River Dory Sprint: First place in five mile race.

1995 Parker River Race: First place in eight mile race.



Since reading your "Commentary" in the March 15, 1997 issue I have been scrambling around in my mind a number of thoughts related to the Oarmaster Trials which are somewhat related to one another and may be of interest to your readers.

I attended the 1994 Trials, taking the third version of my Muskoka Lakes Skiff. My first version of the boat was at the 1995 Trials, thanks to Frank Durham who delivered it to the event. The primary differences between the two boats was in waterline length as a result of the third version being given a more plumb bow and stern. The underwater shapes, otherwise, were the same, both having been built on the same mold. Incidentally, both of these boats have the same "hogging" which is discussed by Albert Eatock in the same issue.

In late 1993 my molds for the Muskoka Lakes Skiff were delivered to Tim Butson in Ontario, a skilled wooden boat builder, who has now produced almost twenty of these skiffs for the Muskoka area market. He has removed the "hogging" in his production models.

Frank Durham has done some long and serious analysis of various Oarmaster Trials results. I also did some on the 1993 results before I was invited to attend the event, and on the 1995 results, as well.

My attack on the 1993 results was to apply correlation equations to some of the known variables. The most significant results I came up with were that weight and waterline length were most closely associated with speed performance; spread between oarlocks (i.e. beam at gunwale) showed no significant influence on speed. The results were around 0.70 for the former and 0.10 for the latter. (1.00 is perfect correlation while 0.00 is random with no relationship). Working with various combinations of roots of length and weight gave me correlations at 0.80.

As we have been told, time and time again, the speed of a displacement hull is

## Some Thoughts on the Oarmaster Trials

By John Duncan

proportional to the square root of the length of its waterline. My understanding is that this is further modified by a constant, depending in its magnitude upon the kind of displacement hull. I believe velocity is in the range between 1.1 and 1.4 times the square root of LWL for most modern hulls, except in the case of very poor hydrodynamic shapes such as cargo barges, in which the constant drops to 0.5. I do not know where well-designed rowing skiffs fit in these ranges; perhaps some of you know.

The 1995 event was rowed as doubles. I assume the 1995 course was a triangle or similar course with one or more turns. This kind of course, as in the 1993 Trials, confuses the data. It does not give a clear picture of straight line speed, nor does it clearly indicate maneuverability. Frank Durham and others observing the 1993 Trials commented that the Muskoka Lakes skiff was clearly the boat out front in most heats for the first leg, indicating her superior straight line speed.

By having buoy-roundings in the Trials' course, the ability to assess this kind of characteristic became clouded. Perhaps we need to devise trials events where we limit the variables: One year do only straight-line; another do a "slalom" course; through the years do these courses in both open water with windy conditions and in sheltered calm water conditions; and so on.

It took little analysis of the 1995 doubles results to observe that waterline length seemed to have the greatest effect as a speed factor, and weight was right behind it. I enclose a graph prepared from the

results. Note that the Y-axis is the square root of waterline length. Incidentally, I think this may be the chart to which Albert Eatock refers in the next-to-last paragraph of his article; it did not get printed. From my own personal experience I know that when rowing the Muskoka Lakes Skiff double, we are able to reach a point in speed where it feels as if we are rowing in molasses. I believe this to mean we are at hull speed. I've not experienced that sensation when rowing the boat as a single.

I have drawn two lines on the chart. One links the Stretched Piscataqua, Cheticamp 19, and Muskoka Lakes and appears to be a line of direct relation between speed and square root of waterline length. The other line is that for a boat of 15'6" waterline and comes close to connecting the Muskoka Lakes, Spruce Creek and Banks which have similar waterline lengths but dramatically differing weights. They also have different hull shapes, but this information was not obtained at the trials. It would appear the speeds of these three boats depended mostly upon their weights.

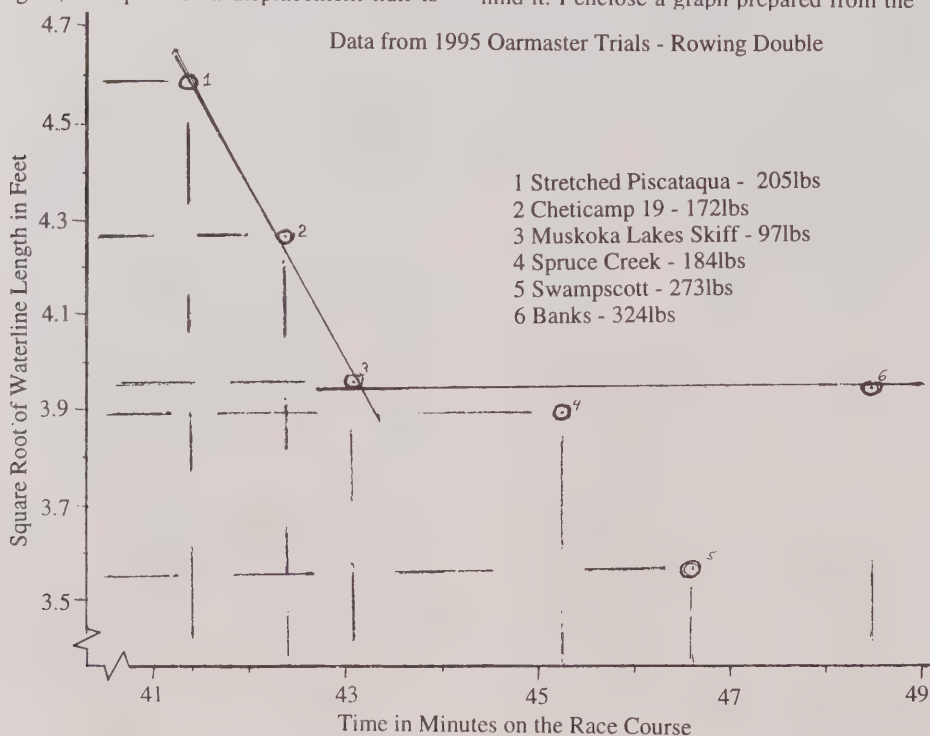
The Stretched Piscataqua (21'1" LWL) would have a higher expected hull speed which could take advantage of the power on board. The Cheticamp 19 (18'2" LWL) probably also utilized most of the doubles power driving her, but some of this power may have been wasted. The Muskoka Lakes Skiff (15'7" LWL and 97lbs) was unable to use all the power available, however, she went significantly faster than the other two boats of approximately the same waterline length but with increasing weights, the Spruce Creek (15'2" LWL and 184lbs) and the Banks Dory (15'5" LWL and 324lbs). The speed differences among these three boats with similar waterline lengths appear to be significantly related to their weights.

After looking at the 1995 results I was convinced there is no need to do further "doubles" testing on boats in the length and weight ranges normally encountered in fixed-seat-oar-on-gunwale rowing. Singles testing, where we are below hull speed, offers much more range for analysis.

I do not have the advantage of an engineering education, nor have I been around enough of the northeast coastal rowing scene to be able to feel completely comfortable in addressing Jon Aborn's request for suggestions for future Oarmaster Trials. Nevertheless, I have a couple of thoughts I'd like to throw out.

If you have the ability to measure significant hull differences, such as Albert Eatock's "deadrise" question, or perhaps "wetted surface" or "prismatic coefficient", and you have an interest in doing so, I would suggest two fundamental changes to the Trials as I understand they have been in the past.

The first is that you group the boats as much as possible within a very narrow range of waterline lengths and a reasonably narrow range of weights. The second is that, as mentioned above, the races be run on a straight-line course. Having the boats go around buoys introduces two additional factors which are not associated with straight-line speed: Turning ability





of the hulls and boat to boat interference at the turning marks.

A straight course, somewhere between one-quarter and one-half mile in length, with the ability to time starts and finishes at either end, and with an area at each end for swapping boats and rowers would accomplish this. Could this be done at Mystic Harbor where you could also get the benefit of the spectators? A public address system with running commentary could be a crowd-pleaser.

A Trials including some of these boats should be informative and exciting: Adirondack Guideboat, Sockeye, Monument River, Skua, Muskoka Lakes, St. Lawrence River, Seabright. I am sure there must be others which would have similar specs to one another.

On the subject of Albert Eatock's "hogging" question, we could even provide a Muskoka Lakes Skiff hogged and one not hogged for comparison.

With regard to Jon Aborn's wish for the ability to test oars, I think one needs to have all the boats virtually identical and establish the range of oar shapes, lengths, etc. which are to be tested. Then apply the round-robin format to it. Andy Steever has done his own analysis on this subject; perhaps Paul Reagan has some ideas to contribute.

John Duncan, 7800 Buckboard Ct., Potomac, MD 20854.

## Can Hogging Help? Is This is Joke?

By Andre deBardelaben

When I read Mr. Eatock's article "Can Hogging Help" in the March 15th issue I thought it had to be some kind of joke. I thought, "He can't seriously believe that negative rocker (hogging) is a good thing in a rowing boat." Then I thought, "Maybe he really doesn't know." Since no one else has come forward with an answer to his query I thought I'd offer my feelings on the matter.

When hogging is seen in an old hull it's usually the result of abuse, neglect, improper storage, insufficient hull support or some combination of these reasons. When negative rocker appears in a new hull it's usually there because an inexperienced builder failed to control the twist in the bottom-most planks (which can happen easily enough) or an inexperienced designer didn't compensate for this tendency in the plans, or both.

In reference to some race results, Mr. Eatock noted that relative waterline length had an effect on the speed that rowing craft made over the bottom. He observed that the longer boats seem to go faster than shorter ones. This is generally true, but there are other important factors that affect the outcomes of these events, such as weather, length and configuration of the course and the way each boat responds to those conditions.

Negative rocker won't necessarily make a boat go slower but it certainly won't make it go any faster. A boat with this feature will often have difficulty negotiating a course with lots of twists and turns. A well documented characteristic of

long, fine-lined sharp-chined hulls (like Whitehalls) is extreme directional stability. They may be fine performers in open water, but handling these craft in tight quarters often requires considerable skill and strength.

The best sea-boats will have a pivot point at or just aft of longitudinal center. Negative rocker, which places the deepest parts of a hull's underwater lateral plane furthest from the boat's longitudinal center, slows a boat's turning response much as a spinning figure skater's rotation slows when he extends his arms. Hogging will often exaggerate directional stiffness to the point where a boat will doggedly resist the turning efforts of even the mightiest oarsman. This condition is called "gripping". Boats with negative rocker forward tend to want to pivot around the deepest part of their lateral plane, which in this case is the bow. Gripping can cause a lot of energy to be wasted over a long course so that a long fast hull might take more time and tire its crew more than a shorter, slower, more maneuverable one.

The most serious consequence of negative rocker is the way it can cause the bow to become "rooted" in the face of a wave when driven hard in any kind of a sea. When this happens a stiff wind striking the hull on any point from beam aft is subject to cause a broach. Negative rocker can also cause speed robbing turbulence but this is a complicated matter and is generally less significant than the effect it has on handling.

One must be cautious when comparing small human-powered boats to large sailing vessels. There are parallels, but the differences in scale and propulsion are considerable. The human engine is weak and even in the best state of tune has limited endurance. A multi-masted ship can be canvassed and trimmed to make the most

of any wind. In the past when ships proved unwieldy or exhibited unusual behavior it was not uncommon to drastically reconfigure the whole rig so as to make it manageable.

Comparing a rowing craft to a jet fighter is really reaching as the boat is a displacement hull whose efficiency is affected by how gently it parts and replaces the water as it moves along at a rather modest rate of speed. Though the jet fighter moves through the air it is clearly...well...planing. An aircraft achieves lift by passing air under its lower horizontal planes at greater velocity and at greater pressure than over the other parts of its skin much as a ski boat attains lift, or "pops out", by forcing water under its relatively flat lower surfaces.

About the deadrise issue; the deeply V'd sections typical of classic rowing craft are rarely found in the mid-sections of top modern canoe, kayak and rowing shell designs because hulls with rounder, smoother, softer shapes have less wetted surface and therefore produce less drag, or friction and less turbulence than the more angular sections found in older boats. The most successful contemporary pulling boat designs generally combine soft underwater shapes with moderately low, well-balanced freeboard profiles. The old classics can still provide many hours of cruising pleasure, but they don't stand a chance against the better modern types on the race course.

The photo shows my 16' Middle Path Boats "Skua", winner of the 1992 Oarmaster Trials and winner of the 18 nautical mile Blackburn Challenge in '93, '94 and '95 (setting a new course record). "Skua" has a round bottom with not a hint of negative rocker.

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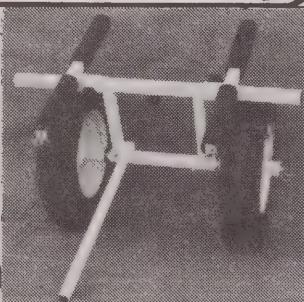
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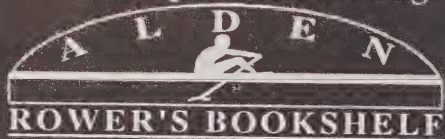
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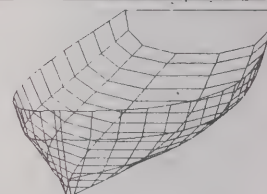
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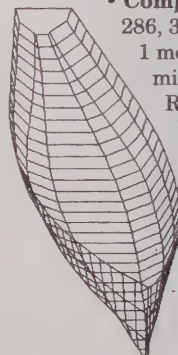
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## Suwanee Comes to Clayton

The Antique Boat Museum in Clayton, N.Y., home to the largest collection of recreational watercraft in the nation, has announced a gift of a rare antique launch, the *Suwanee*.

Ordered by Mr. William Owen of Thousand Island Park in the St. Lawrence River in 1980, *Suwanee* was delivered in 1909 by L.E. Fry and Co. of Clayton, N.Y., whose plant, incidentally, occupied the site of the present museum. *Suwanee*, with a length of 31'6" and a beam of 4' was, according to the builder's contract, to be built "just within the 32' APBA (American Power Boat Association) rules" and, typical of its day, was designed to be a combination racing launch and pleasure boat. The original construction contract calls for a finished price of \$675 with a provision that the purchaser supplied the 4-cylinder 2-cycle Watertown engine.

*Suwanee* remained in the Owen family until the 1950s when, on the death of Mr. Owen, it was sold, along with a 1905 Lozier launch, to Robert Cox, whose summer home was nearby in the Thousand Islands. Cox kept *Suwanee* carefully varnished and used it on a regular basis for transportation to Clayton from Grindstone Island and only one summer of the last 40 years did not use the boat regularly. While many long narrow launches typical of the pre-war WWI period operated regularly on the St. Lawrence River, the *Suwanee* was noticeable for her extreme length/beam ratio

which gave her a remarkable speed for 1909.

In the 1960s Cox was part of the original group which formed the Antique Boat Auxiliary of the Thousand Island Museum, which started the first antique boat show and parade for such boats in the country. Realizing the necessity for a separate museum entirely devoted to watercraft, the Auxiliary became the Shipyard Museum and eventually the Antique Boat Museum which, in 1996, celebrated its 32nd annual boat show and parade.

Cox's *Suwanee* won the Antique Boat of the Year Award in 1976, has since won a number of other prizes, has been on the cover of various boating magazines and, at one time, was the centerfold spread in *Sports Illustrated*. In the meantime, Cox served several terms as Chairman of the Board of the Museum, is still a Trustee and is active on various committees. He has also bought and restored a number of other antique boats and has donated two of these vessels to the Museum. One of the latter was another Fry-built fishing craft of 1916. He points out that there is only one problem with a collection of antique boats, and that is simply space and storage.

The decision to donate *Suwanee* to the Museum at this time was prompted by the Museum's decision to rearrange its boat displays following the loan of a group of its boats to the famous Boldt Castle, the main tourist attraction in the Thousand Islands. While the Castle has been open to the public for many years as a tourist attraction, the nearby Yacht House, designed to hold four large yachts at a time, is now restored and open to the public for the first time. The boats loaned by the Museum were mostly the property of George Boldt, the original builder of the Castle, and include several of Mr. Boldt's original racing launches, one of which, a 1910 28' "Number" boat, was donated by Mr. Cox.

*Suwanee* will join several other rare Fry-built craft which will range from 1909 to the 1920s and which will show the progression in building techniques by a custom builder.

Of the 120 boats on display at the Museum, perhaps five to six at any one time are kept in the water and used in Museum events. During race week, the third weekend in August, the Museum launches the world's fastest boat (in 1909), the famous *Dixie II*.



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All cats have a control problem if they lose headway. If the sail is allowed to luff, their wind resistance, the mast and the shaking sail, is all forward, so they tend to fall away from the wind to wind abeam or more. Then if the sheet is hauled in to get way on the boat, the first part of the sail to fill is the leech at the tack, so they may come up to the wind only to fall off again without gaining steerageway.

If they have to reef underway, the sail has to be lowered broad-off, workable with a topping lift and lazyjacks but not very desirable. Then the reefing has to be done with the boat rolling in the troughs.

Cats also tend to walk all around their anchors; hence, they are apt to drag, apt to foul the neighbors, and are most uncomfortable. Putting up a small riding sail on the stern improves control wonderfully. Sheeted flat, it will hold the boat close to head-to-wind even with the mainsail all shaking. The boat also rides steadily to her anchor.

Contrariwise, if a heavy weather helm develops, the mizzen sheet can be started. A cat-yawl can be made to steer herself with the mizzen sheet slackened more than the mainsheet, for the mizzen fills as the boat falls off and luffs when she heads up.

The mizzen can be forced over to throw a boat's head either way from head-to-wind. It isn't as effective or as easy to use for this purpose as a sloop's

# Bolger on Design

## Rig 40: Jibheaded With Sprit Booms

(From *100 Small Boat Rigs* by Phil Bolger. Available from H.H. Payson & Co., Pleasant Beach Rd., S. Thomaston, ME 04858.)

jib, but it has some capability.

The cat-yawl isn't a fast rig. The mainsail has a big spar up its luff and no leading-edge flow correction. The mizzen doesn't produce drive in proportion to its area because it's working in the backwind of the mainsail. It has to be cut and trimmed too flat for the benefit of its control function to have much driving power. The weight of spars is out in the ends of the boat, where its inertia prevents her from lifting easily to waves. Lastly, the area cut off the clew of a cat's mainsail to make room for the mizzen is more than was added in the mizzen (because the mizzen is farther aft), and had more drive area for area.

The cat-yawl's mainsail is no easier to sheet than the bigger sail of the cat, because the boom is a shorter lever arm and

the narrower sail needs more sheeting down to keep it from twisting. The mizzen sheet calls for an extra pair of hands in all maneuvers except tacking to windward; if it isn't started promptly, the boat may not be able to bear away, for instance.

This is, nevertheless, the best all-around rig for daytime cruising in crowded waters. The sails stand properly without any standing rigging. The combined center of effort stays in the same place if the two sails are proportioned correctly. The leg-o'-mutton sail with a single halyard works better than a square-headed gaff or lugsail for this purpose. The windage of the bare mast above the reef compensates for the extra weather helm generated by the strong wind that called for the reef, but if the wind drops after the reef is turned in, no lee helm results.

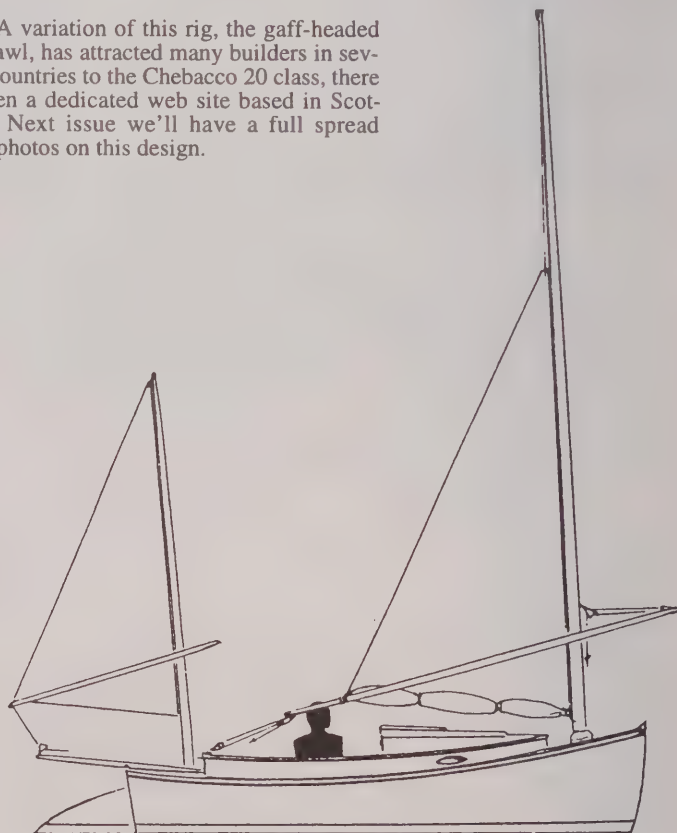
An important virtue of the rig is that the longest boom is much shorter than it has to be in a cat, hence less likely to trip the boat in a knockdown. With a sprit boom the reefed clew can be taken farther out on the boom, letting the boom run ahead past the mast, as shown, thus shortening its effective length. The heel of the boom drops on account of the added drift in the snotter, but not prohibitively. The real limit on letting the boom go ahead is the amount of cockpit swept by the mainsheet in tacking.

The first cartoon shows how the masts are out of the way of the cabin and cockpit. And it has the quickest and simplest sheeting geometry of any rig that allows positive control of the boat without steerageway.



The second cartoon shows the overpowering advantage of the rig. When a reef is pulled down in the mainsail, the geometrical center of the sail moves forward, but its area is reduced relative to the mizzen.

A variation of this rig, the gaff-headed cat yawl, has attracted many builders in several countries to the Chebacco 20 class, there is even a dedicated web site based in Scotland. Next issue we'll have a full spread with photos on this design.





# More Boating Made Practical

By the Pintle Sisters

Hi again from Maude and Jane (the Pintle Sisters, marine architects extraordinaire and founders of the Even Further West System® of boatbuilding). Just a short answer to a letter by Jacques Tarre in the February 1 issue. He mentioned that we were mistaken about discovering a new species of termites which work exclusively on fiberglass laminates, and he said that this species of "polyestermites" actually was first discovered in the 1970's.

He is correct as far as he goes (aren't all men), but he failed to see the distinction that is intuitively obvious to the most casual observer; that is, the polyestermites, more correctly identified by Jacques as *Boativorosus fictishus*, eat just what their common name implies, polyester. They truly are a pestilence in parts of England where they are not considered a bit eccentric or unusual. By the way, Jacques mentioned that they were identified by a British humorist but isn't that an oxymoron (Maude wants to know)?

Anyway, the new brand of termite we originally identified is commonly known as the fiberglass termite, more correctly identified as *Translucimaximus fibremonger*. This termite seems to have no affinity to the resin, unlike the polyestermites, and only eats the glass fiber, so you can see that there is a tremendous difference represented between the two species. By the way, our Even Further West System® of boatbuilding has been proven immune to the polyestermites and is safe to use in all waters.

Jacques Tarre (this boy is obviously not a good speller so we will not further embarrass him by misspelling his name and will use the obviously correct spelling of Jack Tar) also mentioned that it might be possible to circumvent the action of these termites by sheathing the hull in ferrocement. While this sounds like innovative boat restoration and preservation, he has failed again to adequately research his boating history. It was previously tried for a short period during the sixties, but the risks were considered too great to continue to build hulls this way and all hulls involved in this modification process were used for H-bomb tests in the South Pacific where they were to remain relatively undamaged.

The reason for the assessed high risk involved in sheathing fiberglass hulls with ferrocement was discovered by government entomologists (bug scientists). They correctly deduced that there was a definite chance that the polyester termites could possibly interbreed with the rare but dangerous ferrocement termite, which has even been known to attack ferrocement swimming pools in Alabama, Georgia and even the Love Boat. The remote possibility of creating this hybrid was considered too horrible to allow and so no chances were taken.

About 1969 there were Federal laws enacted preventing the construction of polyfiber ferrocement structures. These laws are collectively known as the Plastic Anchor Laws and are rigidly enforced by a secret government agency known only to the "Wyoming

Militia for Boating Safety" and to one other right wing political organization dedicated to the use of wooden toilets in boats, known as the "Birch John Society."

In regard to Jack's mention of the boiling of his friend's boat to get the tiger mussels out of the water ballast tanks, we would like to mention that boats made with our Even Further West System® of boatbuilding are not susceptible to boiling water, since long ago we felt that this was a real danger to any small boat. For about 19 years we have been getting together with Dynamite Payson about every six months to do high temperature tests on our prototypes and so far only about five have failed.


All belonged to Dynamite and we quickly discovered that he had been using a hot glue gun because he saw it was so fast when building tack and tape boats. Fortunately we found out before more than 20 or so boats made it out of his shop and into consumers' hands. Evidently all his customers lived in New England's cool weather, because he has had no one return a boat during all this time. At another time we will tell you how he got his colorful name but not now. This letter is just for Jack Tar.

Jack also mentioned something about a "rating rule." As far as we are concerned, rating rules are in the same category as Navigation Satellites and GPS's. We think that rating rules don't actually exist because can you actually see intelligent sailors making up something like that to describe a boat? The only one who could build a boat from it would be Phil Bolger. Come to think of it, he might have designed some of his boats by making up a rating rule and then using it as a table of offsets.

Jack also wanted us to give him some guidelines for aspect ratios. He also mentioned the "aspic ratio" and he sounded kind of confused about the difference between the two kinds of ratios. A short explanation is definitely in order: The aspic ratio is the ratio of the circumference of a pit viper to its length. We have some very good advice for Mr. Tar and that is, "Jack, you should, without fail, stay away from anything that involves any kind of a ratio." Just make sure that all of your sails are old satin sheets and you can't go wrong.

This about concludes our reply to a rather interesting but inaccurate letter. Of course, you have to expect this kind of misinformation from someone as landlocked as Mr. Tar is there in Nebraska. He can't be expected to be as informed on boating matters as we are here in the Mojave Desert in Southern California, as we are right in the thick of the boating scene and lifestyle. By the way, Maude and I (Jane) both live on houseboats since we find that they lay the flattest on the sand. What a wonderful life we have, constantly on our boats and there are no marina fees here. Mojave is truly a boater's Mecca. Speaking of Mecca, we have some interesting ideas about how small boats can resolve the Middle East Crisis, but we will save that for another day.

We will have another informative article coming up in a few months which will help you with more of your boating needs and desires by making you a better informed boater and thereby a safer boater. Remember to contact us on our website any time that you feel the spirit moves you at: WWII//@.@.@.dotsewingschooldotcomdon.



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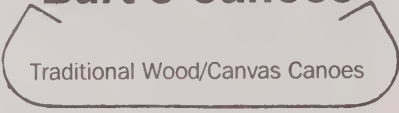
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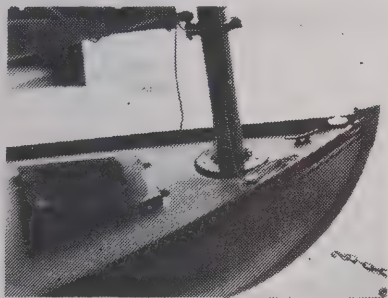
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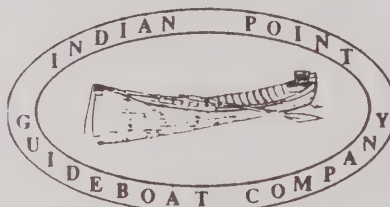
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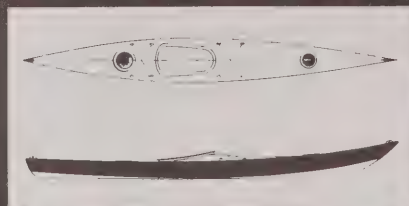
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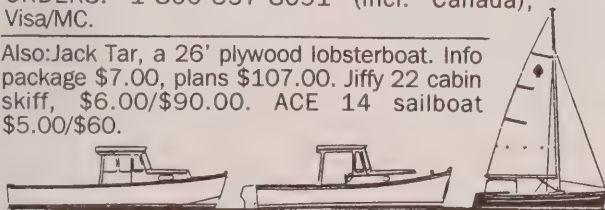
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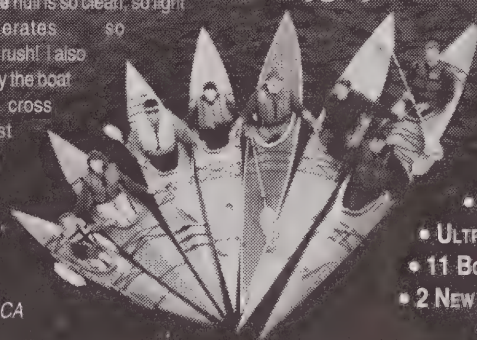
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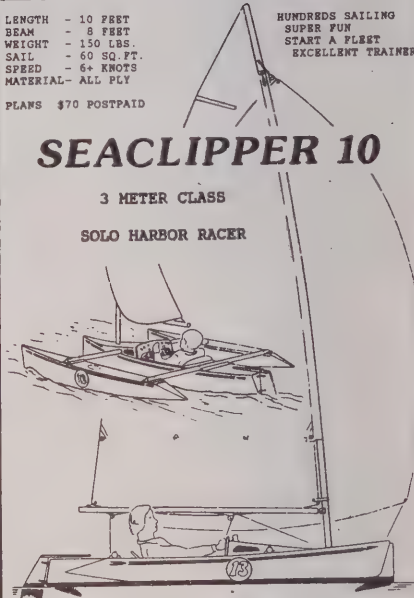
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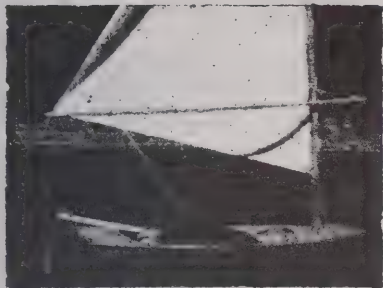
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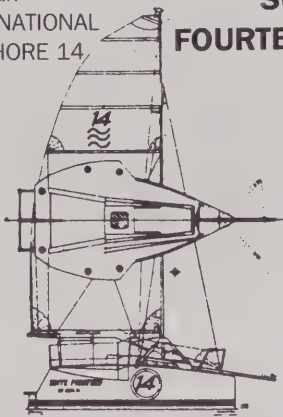
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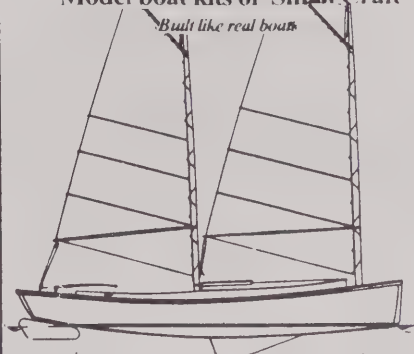
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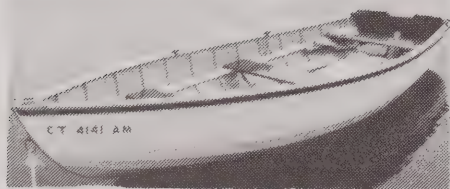
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# Classified Marketplace

## BOATS FOR SALE



**10'6" Lapstrake Rowing Dinghy**, Seth Persson blt. Lauan ply bronze riveted over 1/2" oak stringers. Inside storage. Has had approx 10-15hrs useage. Meticulously maintained since '90 when officially launched & christened. All bronze hrdwre. Too many boats & am asking \$2,300 for this true classic. **12'5" Starcraft Sailboat**, requires some repair and tiller. Rudder, mast, boom & sails in exc cond. Asking \$250. Too many boats.  
MICHAEL SHERWOOD, Bourne, MA, (508) 759-7796. (3)

**Catboat**, S.S. Crocker design, Bud McIntosh blt in '57. 22'3" LOA, draft 3'6", full keel. 2 berths, head, 15gal water tank, 15gal fuel tank, small jib, 2cyl Lister diesel. Cedar over oak, bronze fastened. Located Boston harbor. Asking \$8,000.  
BILL COLCORD, Chelmsford, MA, (508) 256-5564. (3)

**12' Penn Yan**, trail boat/cartopper. Cedar strip, canvas, cane, vy solid, nds canvas. \$475. **8' FG Skiff Style Dinghy**, \$150.  
BOB O'NEILL, Bricktown, NJ, (908) 477-1107. (3)

**18' Old Town Rowing Canoe**, '30's era w/sponsons. May be rowed single or dble. Incl seat backs, 2 pr oars, 2 paddles, rudder operated by cords or detachable tiller, as well as sailing rig. Newly varnished woodwork, gd canvas, green exterior, white painted interior. In exc cond, ready for water. \$1,295. Located in Wellesley, MA.  
DAN KEMP, Wellesley, MA, (617) 235-0177 home, (617) 788-4056 work. (3)

**23' Compac**, epoxy barrier coat, dark green Awlgrip hull, buff topside, new main & 150% genoa w/covers. New 6hp Evinrude, remodelled galley for cruising. Many extras. \$11,000.  
JOSEPH FEHRER, P.O. Box 68, Snow Hill, MD 21863, (410) 632-3746. (4)



**Roberts Spray 28**, 28'8"LOD, 10'6" beam, 3'6" draft. Steel hull launched in '84. New 18hp Volvo-Penta diesel installed '88. 30 gals fuel, 50 gals water, SS propane range & oven, VHF, knot/log, depth sounder, 30lb plow & 22lb Danforth anchors, 8' dinghy & steel cradle. Coast Guard documented. A grt cruising boat! \$19,900.  
BOB SLIMAK, 2613 W 5th St. #4, Duluth, MN 55806, (218) 723-1088. (3)

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Classified ads are **FREE TO SUBSCRIBERS** for personally owned boat related items. Each ad will automatically appear in two consecutive issues. Further publication of any ad may be had on request.

A one-time charge of \$8 will be made for any photograph included with any ad to cover the cost to use of the necessary halftone. For return of photo following publication, include a self-addressed stamped envelope.

Non-subscribers and commercial businesses may purchase classified ads at \$.25 per word per issue. To assure accuracy, please type or print your ad copy clearly. Mail to *Boats*, 29 Burley St., Wenham, MA 01984. No telephone ads please.

**Spring Cleaning! 4 FG 17' O'Day Day Sailers II**, '88. Mainsail, roller-furling jib, rudder, spars, anchor & rode, dock lines, battery running lights. 2 w/motor. Asking \$1,200 OBO. 2 w/2-cyl Johnson 4hp motors. Asking \$2,200 OBO.  
DOUG MAASS, Sleepy hollow, NY, (914) 631-7541. (3)

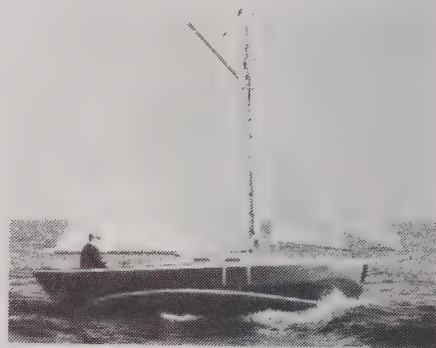


**20' Dinghy Cruiser**, if this boat could talk it would tell a story of twice sailing across the Gulf Stream & cruising for a winter in the Bahamas. 6'8" beam, 12" draft bd up, 450lbs lead ballast removable, self bailing cockpit, cedar strip, glass/epoxy covered inside & out. Watertight bulkheads bow & stern. Alum pulpit w/lifelines. Alum spars w/jiffy reefed main, 3 jibs, spinnaker, Harken blocks. Slps 2 w/16sf of sitting hdrm. Easily handled, vy smart sailer. Galv trlr. All in exc cond. \$3,000 OBO.  
SANDY VAN ZANDT, P.O. Box 9173, Noank, CT 06340, (860) 572-5715. (3)

**24' Sailboat Hull**, mahogany on oak. Traditional lines, shallow draft w/CB. Somebody who hasn't just had twins nds to finish this one. Why not start with something new & easy? Bronze fastened. \$950.  
DAN MARAVELL, Southern VT, (802) 387-2703. (4)

**22' Benford Gunkholer**, V-bottom gaff sloop, WEST System plywood on fir. Slps 4, galley, encl head, tanbark sails, bronze hrdwre. Nds keel work & general TLC. \$1,200 OBO.  
DAVID GALVIN, Bloomville, NY, (607) 538-9518. (4)

**19.5' Bristol Corinthian Sloop**, FG hull '65, roller furling, 2 sets sails, '94 Johnson OB in well. Lg cockpit, small cabin slps 2. Vy pretty boat. \$2,750. Located Ipswich, MA.  
CAROL MEEKER & JAN REITSMA, Roslindale, MA, (617) 323-1243. (4)



**Gaff Rigged Pilot Cutter, Coracle**, '74 Stadel rugged traditional salty design ('41). 24' LOA, 20' LOD, 16' LWL, 7'3" Beam, 3'6" Draft. Full lead keel, carvel mahogany planking on white oak frames. Sitka spruce spars, varnished mahogany trim & bronze hrdwre throughout. 10hp Volvo diesel IB aux, sink, portable stove, icebox, porta potti, 3 berths, VHF, depth sounder, bulkhead compass, AM/FM cassette, engine gauges. Fully restored to Bristol cond. A perfect traditional daysailer or wknd pocket cruiser. \$7,500.

MICHAEL CIANCETTA, York, ME, (207) 363-2102 or (603) 433-2323. (4)

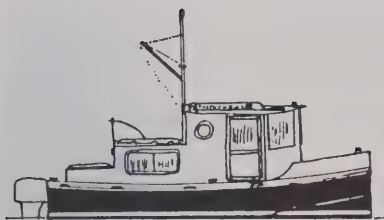


**14' Geodesic Canoe**, 24lbs, carries 2 adults. \$695. **14'7" Rangeley Lake Boat**, one off C-flex FG custom blt by Jim Thayer. Absolutely beautiful. Custom 4 color Awl Grip paint job, white bottom, red boot top, Royal Blue topsides, even an Awl Grip gold cove stripe. Mahogany gunwales & thwarts. 2 rowing positions, 1 set oars w/leathers, etc. Incl sailing rig, mast, NACA foil high lift leeboard, mast step & partners. 2 almost new sails, small for high winds, big for light air. Featured in 2 part article in *Ash Breeze* in '94. \$1,995. Boats will be at No Octane Regatta in Blue Mt. Lake, NY June 14th.  
CHUCK RAYNOR, Richmond, VA, (804) 285-7233. (4)

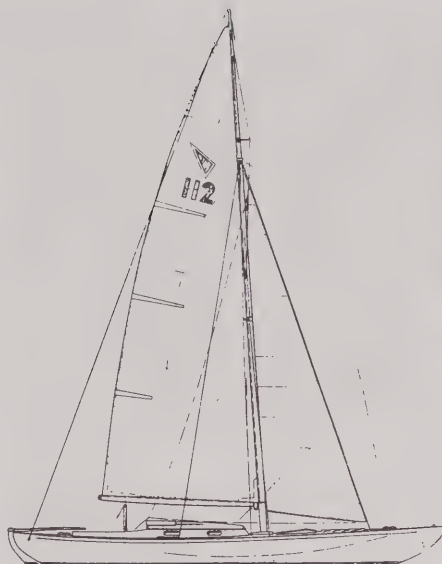
**12' Older Beetle Cat**, all fittings, vy solid, no trlr. \$1,800.  
WHITMAN ALVIN, Osterville, MA, (508) 420-2186. (3P)

**Spring Cleaning Comes to the Delmarva Peninsula!** '59 Lyman 16', '62 40hp Evinrude, '64 parts motor. Nds restoration. \$195/BO. '60 Grady White 17', orig Gato trlr in fair cond, '59 50hp Evinrude. Nds restoration. \$250/BO. '56 Chris Craft 14', on orig trlr, '56 30hp Johnson Sea Horse w/pressurized tank. Restoration started. \$895/BO. GREG GRIES, Long Neck, DE, (302) 945-4564. (4)





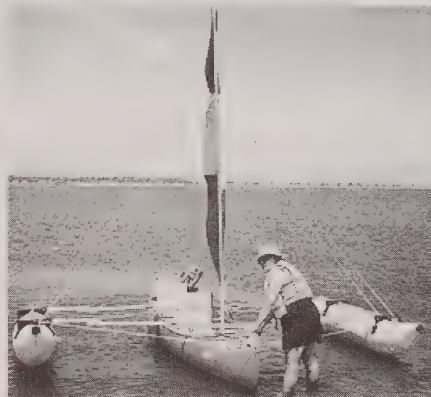
**16-1/2' Micro Trawler**, Phil Bolger's design plus 2'. Pilot house has seats on starboard & port sides plus door for each seat. Hull is 1/2" marine mahogany plywood. Interior is 100% bright mahogany. Aft cabin has 2 single berths or double berth. Running water & 12v interior lighting system. Powered w/Yamaha 9.9hp 4-stroke high thrust (boat will take up to 50hp). Compl except main anchor & galley stove. Incl galv trlr. Cabinetmaker's personal boat, am building Phil Bolger's Champlain. Must sell. \$15,500. Located nr Perth, ON, Canada. HAN VAN PELT, Balderson, ON, (613) 267-5423 work, (613) 278-2109 res. (3)



**28' Tumblaren**, classic 20 sq meter sloop blt '83 to Knud Reimer's '35 specifications. 28' x 22' x 6'4" x 4'3" x 3,965lbs. Strip cedar on oak, bronze fastened, mahogany trim, ply/dynel/epoxy deck, 4hp OB. Slps 2 plus 2 children. Exquisite thoro bred in vy gd cond. \$9,800 inc trlr. JOEL PAGE, Jeffersonville, VT, (802) 644-2010. (3)

**Attention Collectors: 16' Delta Milo-Craft Runabout**, '58. Extremely rare, 1 of 3 known to exist. Cold molded mahogany hull w/original leatherette dashboard & trim, original 50hp Mercury OB, original Holsclaw trlr, vintage skis, canvas cover, various vintage burgees. Never been in salt water & is in absolutely mint cond. Recent appraisal available. \$7,500 OBO.

TOM KLIN, Essex, CT, (860) 767-8954. (4)



**15' Canoe Tri**, 12' beam unfolded, 7' beam folded. 2.7hp Cruise-n-Carry, trlr w/new lights, bearings. \$800.

SCOTT LAMSON, 174 Old Boston Post Rd. #19, Old Saybrook, CT 06475, (860) 388-4471. (3)

**30' Pearson '73**, newish Universal diesel, low hrs. Wheel steering, depth, loran, autohelm, VHF. Main, working jib, 150 genoa, spinnaker, & roller furling. Dodger, Bimini, Lifesling, teak sole, brass lamps, & custom cabinets. Located Cape Cod, MA. DOUGLAS KARLSON, Los Angeles, CA, (213) 933-9004 or (508) 430-1646 or email: WDKarlson@aol.com (3)

**Herreshoff 11-1/2' Dinghy**, molds & strongback, keel & stem plus steambox & other assorted forms. \$75. **17-1/2' Redbird Canoe**, forms & strongback for woodstrip canoe (fetaured in canoe craft). \$50. 300 lineal ft of cove & bead cedar strips. \$50. VI BEAUDREAU, 7 Peppercorn Ln., E. Granby, CT 06026, (860) 658-0869, email: vbeaudreau@thehartford.com (3)



**24' Yawl Rigged Sharpie**, traditional plank on frame, 31' overall. Gunter or sprit main, marconi mizzen, jib. Sailed last 3 seasons. Nds new sails & work but is ready to sail. SS rigging, engine mount & 3yr old 15hp Merc incl. \$1,000. Located Long Island NY. (3) JOHN ANEST, Hampton Bay, NY, (516) 427-4941.

**O'Day 25' Sloop**, 1 owner since new. Reblt 2cyl.IB Atomic 2. Main, jib & genoa, knot, depth, VHF, all safety gear, stove, icebox & stand-up hdrm, marine head w/sink. Grt wkndr. \$6,000 now or \$7,500 in water.

JOE PIGNATO, Brentwood, NH, (603) 642-8647 or (508) 465-4057. (3)

**'64 Old Town Lapstrake 14' Runabout**, nds some work, in use until 4 yrs ago. OMC controls (no motor), w/trlr. \$495. **18' Gazelle Canoe**, FG, flat bottom w/keel, cane seats, wood trim. will hold 1,000lbs of gear. Gd cond. \$475.

CLAUDE CARRIER, Foxborough, MA, (508) 543-6157. (3)

**Sea Pearl 21**, cat ketch w/water ballast, vang, tonneau cover & convert top. Teak & holly sole, teak rubrails & trim. Danforth anchor & rode, oars & oarlocks, canvas winter cover & frame, galv trlr w/bearing buddies & spare wheel, OB motor bracket. Exc cond. \$4,700. New '95 Honda 2hp 4-stroke OB, less than 10 hrs. \$500.

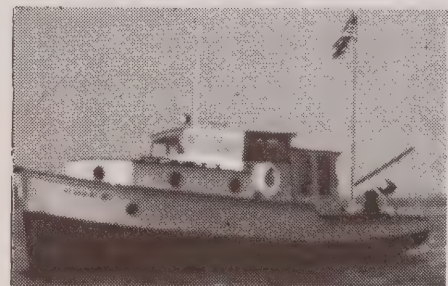
S. PAGE, 372 Gov. Chitt. Rd., Williston, VT 05495, (802) 878-6529. (3)

**Folding Folboat**, 17.5', dbl, sail rig, leebeds, spray cover, motor bracket, 2 wheel carriage, 2 folding wooden paddles, padded carrying yoke, 3 carry bags, fore & aft flotation. Lots of miles but still gd boat. \$750. **1 Set Yakima Raingutter Towers**, w/locks. \$65. (3)

ED SOMERS, Nassau, NY, (518) 766-3684 eves.

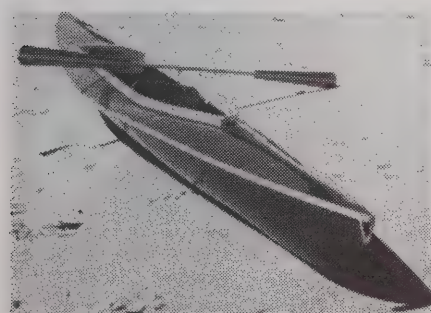
**Alden Single Ocean Shell**, w/Oarmaster & Piantadosi 9'9" sculls (oars), all in nice cond. **Exercise Machine**, using Oarmaster unit also available.

LENNY LIPTON, Bethel, CT, (203) 778-3745. (3)



**32' Classic Fishing Boat**, converted to pleasure w/full galley & salon. Slps 4. Blt in Gloucester '52. '85 Chevy FWC 6cyl. Fully found, extensive redesign & rbl'd in '92. \$4,800.

ED HAMMER, Newbury, MA, (508) 465-0736. (3)



**Pokomoke Kayak**, dbl/single, 19' 10" x 28", 56lbs. Design by Chesapeake Light Craft, quality blt by meticulous professional woodworker using 4mm okume plywood. Open cockpit easily converts from dbl to properly trimmed single. Beautiful finish w/red hull, varnished deck, ash trim. Stable, comfortable & solid. Incl 2 custom paddles. \$1,200. STEVE SIKKEMA, 4450 Hemlock Ct., Harbor Springs, MI 49740, (616) 526-1051. (3)

**14' RKL Little Rangeley**, FG & teak pulling boat w/Piantadosi sliding seat & sweeps, N.E. delivery possible. Nice boat. \$1,800. **Sunfish**, w/new sail. \$400. CHRIS HARDY, Contoocok, NH, (603) 746-3586. (3)



**19' Cornish Shrimper**, '85. 2350 displ, 18" 3/6" draft. A robust heavy & light air gaff sailer that takes the ground w/impunity. Trlr incl. \$11,000. SCOTTY GILLIAM, Atlanta, GA, (404) 523-0615. (3)





**21' Lobster/Pleasure Boat**, Cecil Pierce strip blt '66 S'port. Rblt topsides '96, varnished mahogany trim. 4cyl Gray IB, gd looking, minor hull work needed. On cradle, Blake's, B.B.H. \$4,500 as is where is.  
DAVID LINCOLN, York, ME, (207) 363-1672. (4)

**Too Many Canoes: 16'9" Blackhawk**, "Waters Meet", ivory FG w/white ash & black walnut. \$1,200. **14'2" Blackhawk**, "Zephyr", green turquoise kevlar layup, white ash, black walnut. \$1,200. **11'8" Blackhawk**, "Shadow", green turquoise FG, white ash. \$800. **20' Old Town Guide**, '34, w/canvas, spruce gunwales. \$500.  
TOM HELD, Racine, WI, (414) 634-1272. (TF)

**Full Sea, Inc.**, a restoration group in Greenport, NY offers the following boats for sale, charter or stewardship: **23' Burgess Daysailer**, shoal draft KCB, '37, vy gd cond. \$2,500. **25' Cheoy Lee Frisco Flyer**, teak sloop, '61, nds some decking, otherwise gd. \$3,500. **32' Walsted Sloop**, KCB, '61, exc. \$20,000. **35' David Stevens Schooner**, '72, riveted pine on oak, Bluenose model hull in gd shape, nds engine, interior, masts. \$3,000. **35' Ohlson Yawl**, '62, vy gd. \$14,000. **39' S&S Luke Yawl**, '57. **Pearson 30**, '76, clean, exc cond, Atomic Four nbs rldng. \$12,000. **25' C&C Redline Sloop**, '71. \$3,500.

FULL SEA INC., Greenport, NY, (516) 734-7409. (TF)



**21' Penn Yan IB Skiff**, crafted after '57 Century Raven totally in spring '96. Custom mahogany hardtop, lapstrake '73 strong FG hull, rblt '84 Chevrolet 351cu V8, all new Awlgrip, flag blue hull. Sacrifice \$4,895 OBO.

CHARLES SMITH, 69 Walker St., Cambridge, MA, (617) 354-3471. (4)

**7'11" Lapstrake Sailboat**, FG, wood trimmed. 2pc alum mast, sail in gd cond. Wood daggerboard & rudder. \$550 or trade for canoe or kayak.  
TONY TESORIERE, Hanford, CA, (209) 584-7664. (4)

**'56 Lyman**, compl refinishedf, tilt trlr w/new bearings, 12" tires, wiring, roller guides & jack. '75 20hp Mercury OB. Looks & runs grt. Used in May '97. \$2,300.  
GIL CRAMER, Bryan, OH, (419) 636-1689. (4)

**Bolger/Payson Bobcat**, 13' LOA, 6' beam, no trlr. \$400.  
PISTOL CREEK BOATWORKS, 1094 Latham Ln., Tignall, GA 30668, (706) 359-2553. (4)

**20' Chincoteague Scow**, cntr console, ply/epoxy; 120hp Chrysler OB; '76 Calkins roller trlr; 3.5hp Seagull ls, less than 10hrs since rblt. **Sell or Trade:** I nd a trlr for a heavy 16' skiff; Micro type sails & rig, 3hp+ electric motor, IB or OB.  
CHARLIE EWERS, 2105 Arden Dr., Fallston, MD 21047, (410) 879-3458. (4)

36

**Boston Whaler**, classic 17' Menemsha model (a Montauk w/cuddy), '70, w/'87 Mariner 90hp OB & '87 galv trlr. Beautiful teak console & rod holders. \$4,900.

FRANK CLOUSE, Worcester, MA, (508) 791-4766. (4)

**34' Tartan**, '70 classic S&S design. Doc. K/CB, tiller w/Autohelm, Atomic 4, roll/furl genoa, spinn & 4 other sails. Loran, VHF, depth, speedo, Avon dinghy. Cruised ME, LI Sound & Chesapeake. Recent survey. Fully found. \$24,000.

PETER HAVILAND, Cushing, ME, (207) 354-8714. (4)

**1896 Crosby Yawl, Solitude**, 32' wooden sailboat. Handyman's special, nds a loving home. No motor. Currently located on eastern Long Island. **FREE FOR THE TAKING!**

LINDA DIETERICH, Riverhead, NY, (516) 369-2023 or e-mail: "lindalegal@aol.com". (4)

**Unique Folding Trimaran**, Klepper Aeries 2, 3 seasons, exc cond, spoon paddles, spray skirt, full Klepper sail rig w/main & jib, Boss outrigger system by Balogh. Folds into 3 bags, sailaway. Over \$8,000 invested, sell for \$3,750. **Boston Whaler**, '70 17' Menemsha cuddy w/'87 Mariner 90hp OB & Shoreline galv trlr. Fast & safe. Just \$3,995 firm takes it.

FRANK CLOUSE, Worcester, MA, (508) 791-4766 leave message. (4)

**1929 Zip Class Sloop**, LOA 16', Beam 5', Draft 2'. Shallow keel, spritely daysailer. Pine over oak frames, later glassed. Original cotton sails. Nds new deck & rudder, but otherwise she has many great years of sailing in her. Asking \$700 but am flexible if you can demonstrate good intentions.  
ANDY LAYDEN, Portland, CT, (313) 763-6318 days, (313) 663- 6549 eves. (4)

**Fleet Sale: Omni Canoe Yawl**, 16'10" LOA, 4'3" Beam. \$1,000. **Tad Offshore Double Sea Kayak**, 18'. \$600. **Gloucester Gull**, FG over bottom, West Epoxy on plywood. \$650. **Lightning Rowing Shell**, Pantedosi oars. \$1,250. **'86 Sea Pearl 21**, folding cabin top, '91 Nissan 3.5hp, trlr. \$4,900.

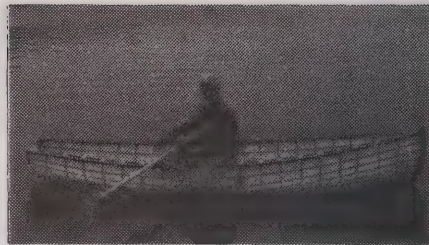
JAMIE EVANS, Sacramento, CA, (916) 457-4888 eves. (4)

**'76 Catalina 22**, swing keel, pop top w/cover. 160 genoa, jib, and new full batten main. CDI roller furling, vhf, depth, recent compass, cockpit cushions, 6 hp Yamaha w/alternator, gd trlr. Hull painted dark blue. Wonderful boat kept clean & sound. Easy to single hand. Slide away galley with sink & propane stove. Inflatable dinghy, \$4,300. Boat in Amherst, MA area.

CHRIS REYNOLDS, 324 N. Leverett Rd., Leverett, MA, (413) 367-2219. (4)



**18' Drascombe Driver**, '75 w/tilt trlr. Standing lug yawl, Shrimp IB. Many extras. \$2,650 OBO.  
CARL HAY, Carlisle, MA, (508) 369-4951. (4)



**Monfort Whitehall Buoyant**, 12', 35lbs, shown in *WoodenBoat* "Launchings". Beautifully blt of teak, ash, fir, kevlar, dacron, epoxy. Row or motor. CB is in & sail rig plans incl.

SARAH HAMILTON, Hancock, NH, (603) 525-4328. (4)



**27' Sharpie Ketch**, plywood topsides, crossplanked bottom, CB, blt mid-'70's. 7.5hp Evinrude '86. No trlr. Located Martha's Vineyard. \$3,200, offers considered.

MARSTON CLOUGH, PO Box 190, Southboro, MA 01772. (4)

**14' O'Day Javelin**, #4578. RWB, steel CB, kick-up rudder, new mast & roller furl jib, jiffy-reef main, hiking straps, boom tent, fitted trlr, extras. \$2,000.  
WARD BELL, Sea Cliff, NY, (516) 671-2634. (4)

**Marshall 18**, catboat hull, rigged as gaff sloop w/ bowsprit. Wooden spars & trim, 2 cyl gas IB, trlr. Call for info package.  
DICK BUTTERWORTH, Martblehead, MA, (617) 631-2924. (4)

**25' Bolger Black Skimmer**, w/trlr. \$2,000. Hull sound, nds mast work & cosmetics. Sails almost new. No engine. One project too many.  
ALAN WALLACE, Racine, WI, (414) 637-8799. (4)

**Dovekie**, w/trlr, gd cond. \$3,000.  
PIKE MESSENGER, 32 Boston St., Middleton, MA 01949, (508) 774-1507. (4)



**23' Penn Yan Sport Fisherman**, 79, FG, galley, bunks, VHF, fathometer, trimtabs, many extras. Repowered in '93. Vy low hrs. Carefully maintained. Tandem trlr. In Deer Isle, ME. \$9,500.  
GEORGE ZENTZ, Concord, MA, (617) 489-3411, or in ME (207) 348-6198 or (207) 348-7717. (4)





**Nimble Vagabond**, grt boat for Keys, ICW or just messing about. Exc cond, fully found, add food & go. \$13,990, financing available.  
WILLIAM LEWIS, Deerfield Beach, FL, (954) 458-0055. (3)

**13-1/2' Jim Steele Peapod**, sprit sail, cedar, copper riveted, gunwale guard, Calkins trlr. \$3,350. 4hp Evinrude, '93, long shaft Yacht Twin, low hours. \$650. Sell as package or separately.  
JOHN GRUEN, N. Berwick, ME, (207) 324-5489. (3)

**'36 Dodge Utility Runabout**, all orig w/Grey Marine engine. EC, always in fresh water & covered slip. \$6,000 invested. BO.  
FINN WILSTER, Piney Flats, TN, (423) 538-5292. (3)

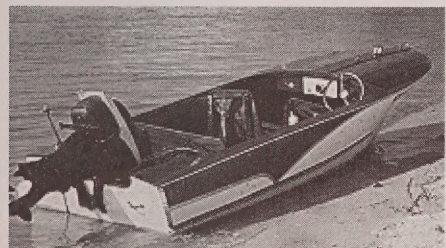
**Black Skimmer**, leeboard sharpie cat yawl designed by Phil Bolger. In gd cond, plywood/epoxy, sails, head, 6hp Evinrude OB, trlr & assorted accessories. \$4,700.  
JAY BLAKE, Newbury, MA, (508) 462-7847. (3)

**Double Kayak**, Northwest Seascope, 20' x 30", bulkheads, rudder, gd cond. \$1,400. Wilderness Systems Tchaika, 14' x 23", gd cond. \$700 OBO.  
BILL LEITH, Troy, NY, (518) 272-5157. (3)

**Wood/Canvas Canoes**, used, 3 to choose from. FERNALD'S CANOE & KAYAK CENTER, Rt. 1A, Newbury, MA, (508) 465-0312. (3)

**O'Day Rhodes 19**, '78 FG sloop w/CB, 4hp Evinrude OB, trlr. \$2,900.  
DON KIENHOLZ, Hillsboro, NH, (603) 478-5266. (3)

**14'x 30" Kayoe?** Ugly 1 or 2 seater kayak/canoe. Wood & canvas, 60lbs. \$150  
DOC SHUTER, Glasco, NY, (914) 247-0508. (3)



**15' Wolverine '58**, all mahogany, rblt, beautiful. '58 Johnson 35 runs gd. Tlr, cover & more. A classic boat in grt shape. Someone please buy it & have instant fun. \$3,800. Will help deliver.  
JIM MINCHER, Wrightsville Beach, NC, (910) 799-5003, (910) 256-3604. (5)

**Capri 14.2**, compl & hardly used only in fresh water. New trlr incl. \$2800.  
RICHARD HARRIS, Grafton, MA, (508) 839-4765. (3)

**12' Old Town Sportboat**, '54 restored, wood/canvas, 4' beam, '63 6hp Evinrude & trlr. \$2,750.  
BROOKS ROBBINS, Hingham, MA, (617) 749-1312. (4)

**'27 Old Town Canoe**, 15', 50lb ltwt, professionally restored. \$1,725 OBO.  
GERARD OUELLETTE, RRI Box 1430, Litchfield, ME 04350-9729. (4)

**21' Trimaran Daysailer**, fast w/roomy seating. Hobie 18 outer hulls & rig, center hull epoxy/ply. Dave Green designer/builder. \$2,000.  
HOWARD SCHAFER, Stuart, FL, (561) 287-4793. (4)

**Klepper Aerius II**, 17' dble folding sea kayak in gd cond w/paddles, spray skirt, float bags & full sail rig. \$2,300.  
DAVE PAYSON, Keene, NH, (603) 358-3106. (4)

**16' Bolger Gypsy**, rowing/sailing skiff, will also take small OB. West System, Shaw & tenney oars, sail in gd cond. w/Magic Tilt trlr. \$900.  
LEANDER HARDING, 127 Westover Ln., Stamford, CT 06902. (4)

**Maas 24**, '95, lg fin, bailer, minimal use. Exc cond. make offer.  
DAVID KRAMER, Greenwich, CT, (203) 629-8391, lv message. (4)

**26' Novi Lobster Boat**, solid wood hull w/minor rot on coamings. Strong rblt. GM FWC 6cyl. \$2,000 OBO.  
DOROTHY GALE, Middleton, MA, (508) 777-1246. (4)

**Zuma**, new in box. \$2,595. **18' Grumman Canoe**, nice. \$445. **Hobie Cat 18**, loaded w/extras. \$5,000.  
FERNALD'S, Rt. 1A, Newbury, MA 01951, (508) 465-0312. (4)

**16' Comet Sloop**, all sails & rigging in gd shape, hull sound, w/trlr. \$1,600.  
JOE AUCIELLO, Warren, ME, (207) 273-3065. (4)

**Victoria 18**, '81 vy gd cond. Main usable, genoa like new w/roller reefing. '81 long. shaft. 4hp Merc. runs when it feels like it Tlr exc. Boat in Bayshore, LINY. \$2,000.  
JIM WETTEROT, 241 W. Broadway New York, NY 10013, (212) 966-1852, Fax 7014. (4)

**31' Pacemaker FBSE**, mahog/oak,wo/electronics: \$5,000.  
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MARSHA CRAWFORD, Annapolis, MD, (410) 757-2085. (4)

**21' Century Coronado**, 350 Graymarine, fresh water use only, easy restoration. \$1,200 OBO.  
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**16 1/2' Wianno Junior Sloop**, blt '52, restored '95-'96. 1 of 6 left sailing. One-design ('21) knockabout sloop designed & blt by Crosby Yacht Building & Storage Co., Osterville, MA. Hull is mahogany carvel planked on oak frames. Original marconi & later racing rigs (2) w/accompanying full suits of sails. New CB trunk, skeg, rudder, cockpit floorboards, deck canvas & deck hrdwre, boom tent/cockpit cover. Galv trlr. Overall cond of this beautiful boat is exc. \$7,500. **24' Bristol Corsair Sloop**, '68 classic design. Johnson 9.9 OB, 4 sails in gd cond, fully equipped. Gd cond. \$6,000 OBO.  
TOM KLIN, Essex, CT, (860) 767-8954. (4)

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KINGSLEY HAMMETT, Santa Fe, NM, (505) 471-4549. (3)

**Old Town White Cap**, in gd/exc cond.  
LAUREN KATZ, Orange, NJ, (201) 325-3741. (4)

**Penn Yan 14 Flier Cartop**, serial # begins w/GXH. About any cond. Would consider an open Senior Trailboat w/serial #BGO.  
GIL CRAMER, Bryan, OH, (419) 636-1689. (4)

**Mystic 20 Catboat**, or similar.  
STEVE HAINES, Boaz, KY, (502) 554-8570. (4)

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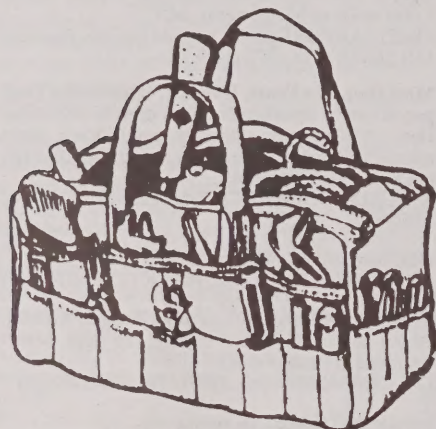


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**JACK HAUGHEY**, 237 Elm Ave., Lima, PA 19037, (610) 459-0752. (3)

**Small Boat Journal**, 34 copies: 25-26, 30-32, 36-37, 40-41, 44-48 (extra 47), 50-55, 57-63, 65-70. \$50 for lot, shipping extra (approx 16lbs).  
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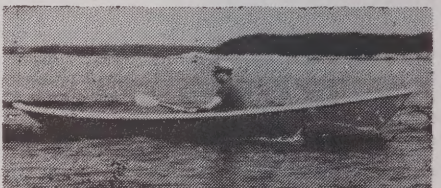
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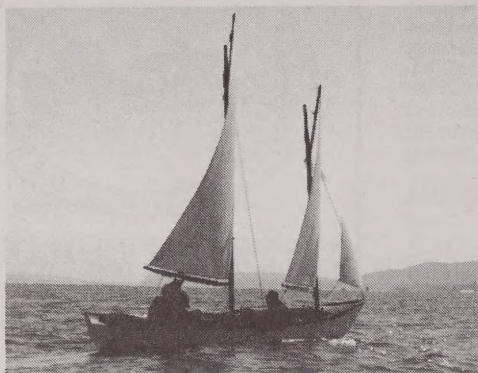


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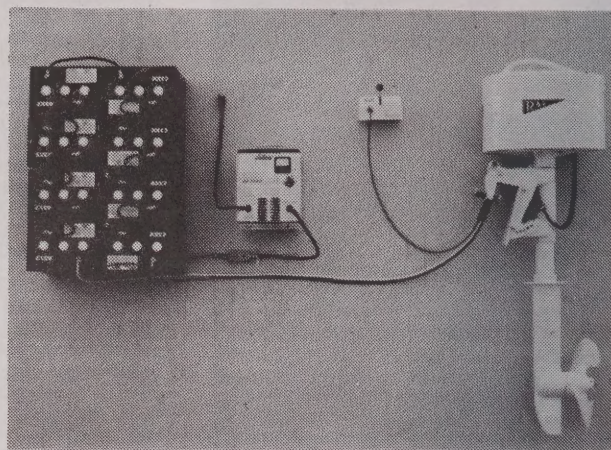
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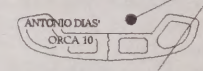


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